RAILROAD

APRIL, 1967 MAGAZINE 50¢

Baltimore & Ohio Power over the Alleghenies

BY BERT PENNYPACKER

Must I Lose My Hair

TODAY about 15,000,000 Americans are bald or getting bald. Yet many of them need not have lost their hair, or continue to lose it. If baldness cannot be cured, at least in many cases it can be prevented. In fact, we have been doing just that for 20 years.

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E. K., Cleveland, Ohio

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C. La M., Philadelphia, Pa.

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I feel encouraged to say that the infuriating scalp itch which has bothered me for 5 years is now gone. *J. M. K., Columbus, Ohio*

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Hair loss does not stop by itself. It has to be stopped. Take the first step toward stopping it by filling out and mailing the coupon now.

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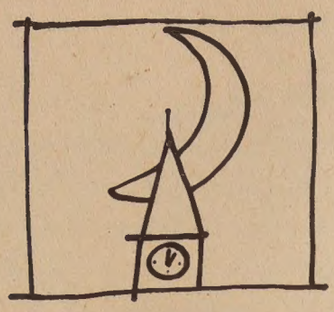

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RAILROAD MAGAZINE

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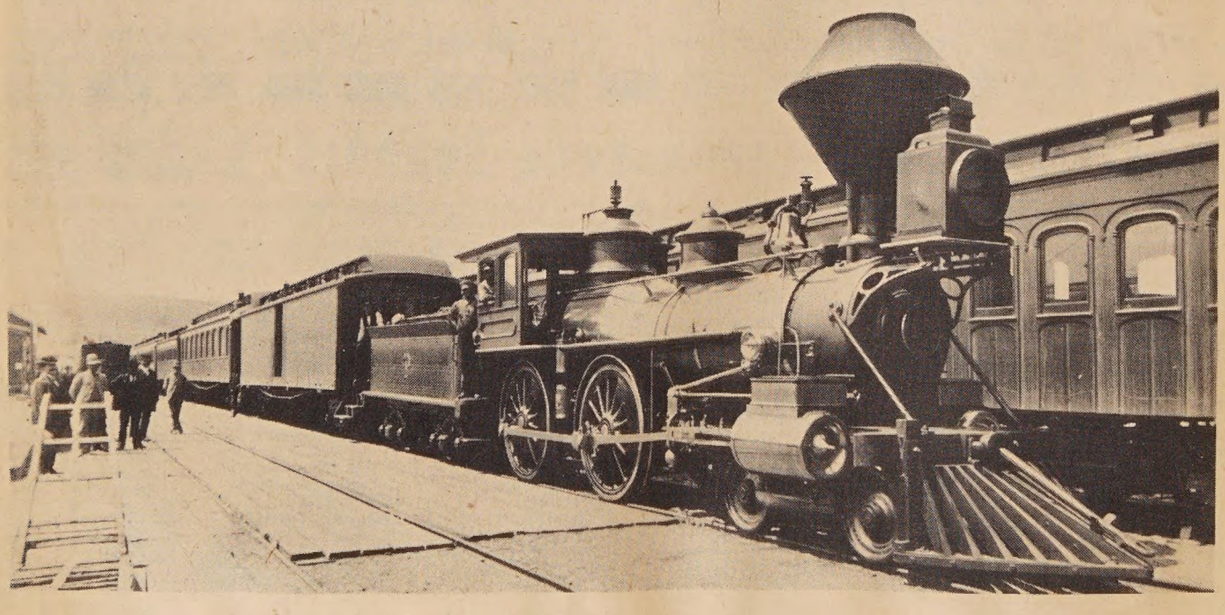
The *Monterey Express*, predecessor of *Del Monte Limited* (see page 25) at Monterey station, circa 1882. Engine probably No. 46 (Schenectady, '78), renumbered 1308, scrapped 1912.



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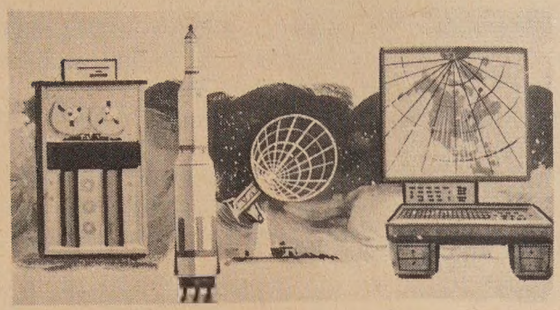

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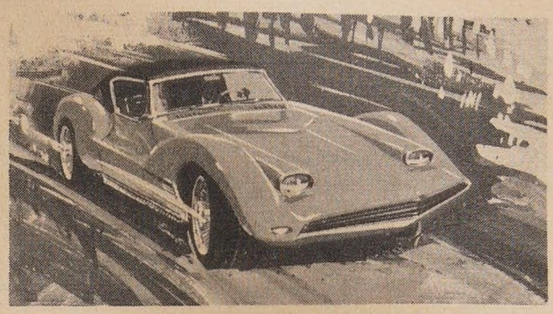

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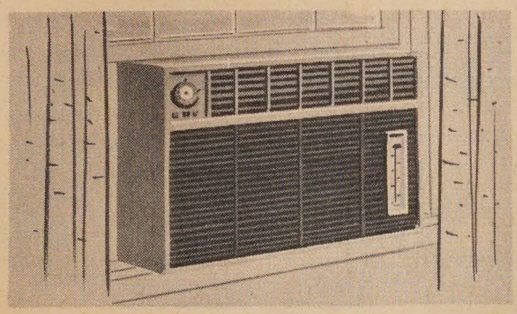

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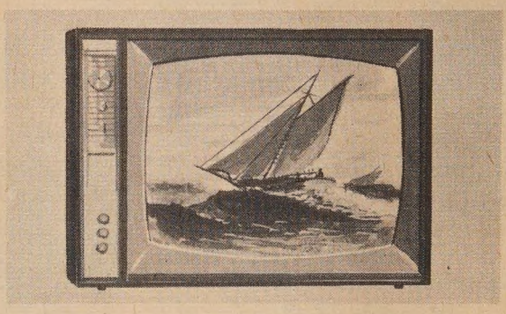

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THE MAIL CAR

Where editors and readers meet

OUR cover shows a trainload of "Paul Bunyan's toothpicks" crossing Nanaimo River bridge on route from Nanaimo Lakes to Ladysmith, B.C., on the Comox Logging & Railway line. The engine is No. 7 (extant at this writing), a Baldwin 2-6-2TT built in 1910 for the old Howe Sound-Pemberton Valley & Northern, a predecessor of the Pacific Great Eastern. She was No. 2 on those two roads, acquired a tender when she became a logger. Shot was made by Elwood White, No. 46 of our *Interesting Railfans*, 2673 Sooke Rd., Victoria, B.C., Canada. ●

RAILFANETTE. Among the few female collectors of railroadiana is a young widow, Mrs. Peggy McConkey,

R.F.D. 1, Conrad, Iowa 50621. "I was born and raised in Eldora, Iowa," she writes, "just across the street from the Chicago & North Western tracks, and the trains have fascinated me. When my brother and I were kids we often watched the unloading of freights and we played in the empty boxcars."

Married at an early age, Peggy has a son Jay who will be three on May 2nd. She sent us a snapshot of him. Jay is bright-looking.

"He likes trains, especially toy trains," she adds. I read *Railroad Magazine* and show him the pictures. My husband is dead. Jay and I live on Grandfather's farm, which the C&NW right-of-way cuts across. It's fun watching trains. Last fall we were thrilled by getting two rides in engine cabs, and the crew men interested me in railroadiana by giving me train orders, switch lists, and a switch key. Now I wish I had some railroad photographs or postcards for my collection. Tell me, has any girl been a locomotive engineer, which I'd like to be?" (Yes, Peggy. See page 56.) ●

PASSENGER traffic by rail has slumped steadily since World War II, to less than one-fifth of the peak 1944 volume and barely three-fourths of the pre-war 1939 volume, an Association of American Railroads report reveals.

Last year the Interstate Commerce Commission permitted carriers to abandon 287 passenger trains, and now the roads are seeking ICC approval to drop more. For example, C&O-B&O wants to pull off Nos. 3 and 4, the westbound *F.F.V.* and eastbound *Sportsman,* leaving only two daily mainline C&O passenger runs. Denver & Rio Grande Western wants to abolish its Denver-Salt Lake City overnight passenger train, *The Prospector,* partly because of the Post Office Department's removal of the RPO car from *The Prospector* and step-by-step cancellations of mail contracts.

Harold F. Eno, retiring as Rio Grande passenger traffic manager, says: "It would distress all those who share my affection for passenger trains if they could stand on the depot platform at Salida or Craig and see, as I have seen, a lone passenger step off the daily train from Denver. Some days no one but the train crew gets off."

According to Rio Grande figures, the company lost $1,475,000 last year in passenger operations, with The Prospector accounting for $727,000. The *California Zephyr* lost $280,000, the *Royal Gorge* $238,000, and the *Yampa Valley* $230,000.

Forbes magazine notes: "Rolling on the magnificent rights-of-way provided by Federal highway programs, Greyhound Corp. has picked up a good share of passenger business lost by the railroads."

But the ICC has ordered the Pennsy to drop plans for discontinuing two trains between Buffalo and Baltimore. Furthermore, the growing number of inter-city highways, increasing costs of their construction and the loss of real estate from tax rolls has lent impetus to government-sponsored efforts to find new ways of utilizing rail transportation for speedy intercity service.

Lee Hastman, 8822 Mason St., Morton Grove, Illinois

Since 1946, number of rail passenger tickets sold per year has declined from 790 million to 299 million, and is still dropping. We see Illinois Central conductor Williams punching fares on commuter run prior to automated ticket collection.

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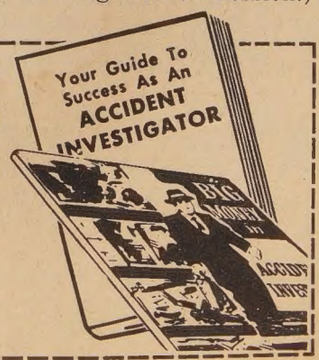


The strike of five major airlines last summer brought a $15 million windfall in extra passenger business to the railroads, the AAR reports. ●

RECOLLECTIONS of an era when it didn't take much more than a stiff breeze to derail a train come from Philip J. Peterka, 13524 E. Sprague Ave., Spokane, Wash. Back in 1919, in his second year as a fireman on the Great Northern, Phil was scooping coal into the firebox of Mallet No. 2016 in Montana when a strong gust hit the train about four miles west of Glacier Park.

"We came out of a small snowshed on to a 200-foot bridge about 50 feet high, when the wind blew our first six cars out of the train," he says. "Their trucks were strewn across the tracks and were hanging over the edge of the trestle. In those days boxcars were put together with the old square nails. We used to lose a lot of roofs off boxcars."

Later, he switched over to the Union Pacific, was promoted in 1941, and retired last year. ●

NEWS BRIEFS. U.S. railroad passenger business is on the skids, but freight volume last year set an all-time record of about 744 billion ton-miles.

Chicago & North Western is buying 99.6 percent of capital stock of the Des Moines & Central Iowa Railway. It already owns 83.1 percent of the stock of another Iowa shortline, the Fort Dodge, Des Moines & Southern. This control, according to North Western chairman Ben Heineman, eliminates duplicating main lines, yards, and repair shops.

Illinois Central is building 1,000 70-ton pulpwood cars at Centralia to handle the increased volume of forestry products, particularly in Mississippi and Louisiana.

"Railroads catering to commuters will require an outlay of from $360 million to $375 million for new equipment," the U.S. Department of Commerce reports in a new study titled *A Five-Year Forecast for Commuter Railroad Cars,* basing its estimate on maintenance of a passenger level around 195 million annually, changes in service patterns, and replacement of about 40 percent of the cars now in use.

Flexi-Van, the New York Central's rail-highway-water container service, broke all records by handling 150,098 "vans" last year, an increase of 22.9 percent over 1965. ●

TRAVEL AGENT Al Franck's letter (Feb. issue) drew the following response from Harry B. Chase, Jr., 18 Beach St., Mansfield, Mass. 02048: "As a technical illustrator in a large Massachusetts industrial plant within earshot of New Haven Railroad high iron, I got the job of revising a map showing our many businessmen visitors how to reach us by air, road, and rail. Our previous map showed local and Boston train depots, but our department manager told me to delete all train references. 'No one takes the train from New York to Providence or Boston,' he said, 'because the New Haven has deteriorated to a commuter operation.'

"I pointed out that there were 27 through New York-Boston expresses daily. Then he contradicted himself by listing all local plane, bus, and even taxi services within 5 miles of our plant but adding, 'and *infrequent* rail commuter service.' I reminded him that 19 daily commuter runs stopped within 10-minute driving distance of our door, and he admitted, 'We're trying to discourage people from taking the train.'

"Who says the railroads are abandoning their passengers and eliminating trains? If the above incident is typical, no wonder the New Haven is bankrupt!" ●

Rare old type of water tower on the East Broad Top Railroad, Saltillo, Pa., has been damaged by unknown vandals.
Harold Ferguson, 14 6th St., Edison, N.J. 08817

RECENT articles on railroading below sea level by Bill Knapke and Gil Lathrop recall a desert experience to Jack M. Fesco, retired Southern Pacific engineer, 409 Edenhurst Ave., Los Angeles, Calif. 90039.

"One day I left Yuma, Ariz., on extra 4312 west, a Mountain type," he writes, "headed in at Cactus on account of a compressor failure, and notified the dispatcher. He advised me to return to Yuma, provided I had enough air to handle a carload of candy and caboose. If I hadn't my load might have melted in the desert heat. On another occasion, after helping an extra east, I spotted our engine on an air-operated turntable at Pomona, Calif., and warned my fireman not to use the injector lest she become unbalanced. But he forgot and used it anyhow. As a result, she nosed down into the turntable pit. It took a few cuss words, a lot of sweat, and some jacking back and forth before we could get her on the iron again." ●

AUTHOR of "The Last Peanut Butcher" (page 25) is Jeff Wetmore, age 26, 330 51st St., Oakland, Calif., who rode the *Del Monte Limited* about once a month for 17 years. Jeff became a railfan on Jan. 1, 1958, when the Central Coast Railway Club ran a last steam trip down the SP's Monterey branch, blowing a whistle in Monterey, where he was living then. That year Jeff began subscribing to *Railroad Magazine* and *Trains.*

"At first," he says, "I preferred *Trains*—until its editorial policy became directed toward dieselization and passenger abandonment. Now I prefer *Railroad,* which is more concerned with passengers, railfan activities, steam locomotive history, romance of the rails, and the personalities of both railroaders and fans."

Jeff wrote about 190 letters concerning the *Del Monte,* mostly relative to the hearings, and in 1964 he sent a 32-page paper on the subject to the Monterey Peninsula Chamber of Commerce; that paper was on exhibit at the ICC hearing. "I was the only public representative," he says, "who attended every ICC and PUC hearing." He also appeared in hearings on the *Owl* and *Shasta Daylight* and NWP's *Redwood.* His *Del Monte* scrapbook contains over 300 items, not counting hundreds of photos and slides. Recently, Jeff has been active in restoration of equipment owned by the Pacific Coast Chapter of R&LHS and the Bay Area Railroad Association. ●

WHEN he was attending high school, H. E. Chelf (4221 Knollridge Rd., Apt. C3, Bldg. 5, Peoria, Ill. 61614) earned money by making protective "tampers" for section men on the Shawneetown branch of the Louisville & Nashville. He made these by cutting with a chisel a piece of 1/16″ sheet metal to fit the shoe where the impact of a shovel might be felt on a man tamping ties while aligning the road. There were holes for a strap that went over the foot and behind the heel. This saved a lot of shoe leather. "I sold nearly 50 of these per year, at $1 each, and even had orders from distant gandy dancers," he writes. "How many of your readers ever wore one?" ●

OVERSEAS. A sugar refinery worker in Nakskov, Denmark, was fired last winter for borrowing a company-owned locomotive to travel six miles to his home to lunch. He said the weather was too cold to ride his bicycle.

The Northern Pacific Railway has just opened a sales office in Tokyo, Japan, to help importers and exporters in shipping raw materials and so on.

Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question: **Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question: **Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question: **How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question: **Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

Question: **How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question: **How can I find out more about the Career Institute Method?**

Answer: I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells you how you can gain a command of good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 555 E. Lange St., Mundelein, Ill. 60060.

No salesman will call

DON BOLANDER, Career Institute, Dept. 4B, 555 E. Lange St., Mundelein, Ill. 60060
Please mail to me, without obligation, a free copy of your 32-page booklet,
HOW TO GAIN A COMMAND OF GOOD ENGLISH.

NAME_____

STREET_____

CITY_____ STATE_____ ZIP CODE_____

If 18 or under, check here for special booklet. ☐

Arriving a few seconds late at the railroad station in Wroclaw, Poland, the other day, the nation's foremost movie actor, Zbigniew Cybulski, leaped for the *Warsaw Express* as it was pulling out but fell to death under the cars. The accident recalled Cybulski's role in a Polish film "The Train," in which he hung by his fingertips to the outside of a speeding express for minutes while he tried to get the attention of a girl passenger.

Diesel-powered Australian freight trains driven by two young brothers recently had a "cornfield meet," but both men survived. Stan Dixon was pulling 40 loads of steel and refrigerators toward Melbourne at 45 miles per hour while his brother Brian was northbound at about the same speed with 30 empties.

A train was held up six miles from Guatemala City recently by bandits who escaped with $30,000 in payrolls. After pounding the engine with grenades, they shot one police guard to death and injured two other persons.

"I've been deluged with letters from railfans wanting something for nothing," writes Allen A. Jorgensen, 134 5th Ave., Mayfair, Johannesburg, South Africa. "As I have said, South Africa has one of the world's most modern fleets of steam engines, but not the largest. S.A. has obtained about 850 steam engines since World War II. Currently, 8 narrow-gage Garratts are on order from Hunslet in Johannesburg—the first steam locomotives to be built here by Hunslet."

G. A. Dee, reading our magazine since 1954, is a driver (engineer) on the Victorian Railways living at 40 Daisy St., Essenden W. 5, Victoria, Australia. "My fireman, John Fowler," he writes, "is as enthusiastic as I am over the big steam power that used to rule." ●

MEMORIES of the Soo Line's branch between Stevens Point and Portage, Wis., known as the "P Line," are recalled by Evelyn Doolan, Lombard, Ill. "A mixed train served that line," she writes, "and papa was one of the crew. That train was pulled by an old steam engine whose whistle I can still hear in my mind. It was always time to get supper when we heard that whistle. Not many people traveled on it but I remember the 'rah rah boys,' as papa called them—college students from Madison—going home during vacation time.

"In winter when snowdrifts were 20 feet high and sometimes too much for the snowplows, the old 'Portage,' as we called her, would give up and get stuck near Coloma. Once she sat there for five days. The train crew slept in a farmer's barn and the few passengers in the farmhouse. What a beard papa grew then!" ●

GIFT TO CREW. A few days before last Christmas an Erie-Lackawanna electric train, No. 404, carrying commuters from Gladstone to Hoboken, N.J., had just passed Summit when three passengers left their seats and headed for different cars in the long train.

"Good morning, folks!" each man announced as he entered the front door of a coach. "This is the Christmas season, and I am taking up a collection to give our fine train crew a little token of our esteem, and for their swell job in getting us to the city and back home again every working day."

With that he took off his hat and walked down the aisle holding it in front of him. Silver clinked and paper rustled as the suburbanites responded. By the time he reached the end of the car the hat was heavy with contributions. On arrival at Hoboken the money was divided equally, giving each trainman an unexpected bonus of about $55. To say the crew was pleased would be an understatement.

"These commuters are fine people," conductor Al Eldson beamed, "and surely are our friends."

On a later trip, a little card, laid on each seat in the train, stated: "Holiday greetings and best wishes to all our passengers. It is a pleasure to have you with us each work day. The crew of Train 404 appreciate your patronage and friendship."

The printer who turned out these cards refused to accept payment for the job. "It's on the house," he said. "I like railroads, trains, and train crews, and this is a fine gesture. We need more such things." ●

STANLEY M. DOYLE, ex-boomer railroader and now associate justice of the Montana State Supreme Court, says this bit of verse tickles his sense of humor. "The Northern Pacific and the Great Northern have been putting 15 to 40 boxcars into the cornfields with astonishing celerity," he writes, "and of course the poor gandy dancers (track hands) take the rap. The following lines by that famous author 'Anon' are entitled *The Gandy Dancer's Lament:*

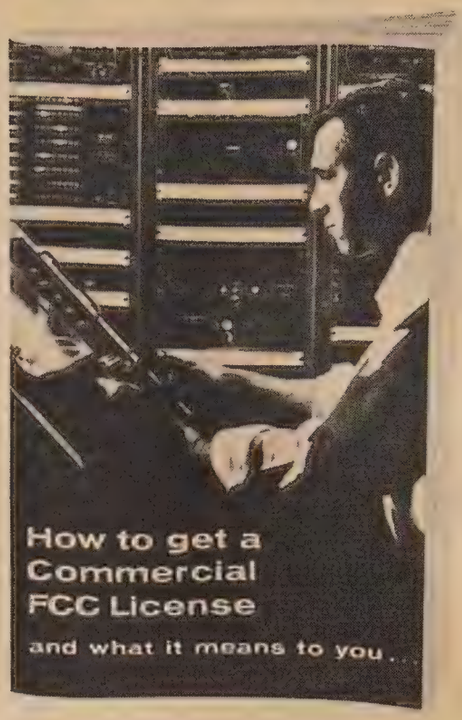
It's not my job to run the train;
The whistle I can't blow;
It's not for me to say how far
The train is allowed to go.
I'm not allowed to blow off steam
Nor even clang the bell,
But let the damn thing jump the track
And see who catches hell. ●

HENRY M. FLAGLER'S private car, *The Rambler,* is now on display at the Flagler Museum, Whitehall Way, Palm Beach, Fla., reports Dottie Laughlin, 711 S.W. 73rd Ave., Miami, Fla. 33144. Jackson & Sharpe built the car in 1886 at Wilmington, Dela., for Flagler's personal use. Originally the walls were finished with satinwood and there were three bedrooms, a kitchen, and a salon. It was one of the first private cars to have a shower bath. On March 14, 1896, when the Florida East Coast's first train steamed across Lake Worth, *The Rambler* was one of the cars that rolled onto a hotel siding under a canopy of palms. After Flagler's death in 1913, an FEC executive used it until Charles W. Pidcock of the Georgia Northern bought it and renamed it *Moultrie.* Later it changed ownership again, was lost for many years, and turned up in 1959 in Virginia, where a couple was occupying it. Then it was taken to Florida for restoration of the interior for display. ●

Scene in 4-6-4 engine cab as engineer G. A. Dee and his fireman, John Fowler, start away from signal block on the Victorian Government Railways. (Nov., '54)

Want a high-pay career in Electronics?

This free book may change your life



It tells how to go about getting the key to job success in the growing electronics boom—a Government FCC License

THERE'S A BIG BOOM IN ELECTRONICS. And YOU can be part of it. You don't need a college education or any previous experience in electronics. The free book shown here tells you how.

In the last 15 years, the electronics manufacturing industry alone has grown from $2.7 billion to $17 billion, and is expected to hit $24 billion by 1970.

Thousands of trained men are urgently needed to help design, manufacture, inspect, test, install, operate, and service electronics marvels that are making headlines. If you qualify, it means a secure, steady high-pay job with a real future to it.

Maybe you'd like to become a broadcast engineer . . . put famous radio disc jockeys and television entertainers "on the air." Or be your own boss servicing some of the more than a *million* two-way mobile radio systems in taxis, trucks, trains, etc. Or work alongside famous scientists developing and testing such electronics miracles as picture-frame TV, desk-top computers, pea-sized hearing aids, rocket guidance and control systems.

Regardless of which you choose, the secret of "getting your foot in the door" is getting a Government FCC (Federal Communications Commission) License. It's government-certified *proof*, respected by employers everywhere, that you have passed a standard Federal exam on the fundamentals of electronics – that you're not just an electronics handyman, but a real "pro." Many jobs legally require it.

Now, because of the importance of getting your FCC License, Cleveland Institute of Electronics has prepared a valuable 24-page book telling you how to go about it.

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With this book, you will receive a second free book, "How To Succeed In Electronics." It's the catalog of the Cleveland Institute of Electronics . . . first organization to offer an FCC License Warranty. (CIE will refund all of your tuition if you don't pass the FCC exam . . . on your first try . . . after completing the course designed to prepare you for it.) You will learn why better than 9 out of 10 men with CIE training get their FCC Licenses, even though 2 out of 3 without this training fail.

To receive both books without cost or obligation, just mail the coupon below. If coupon has been removed, write to: Cleveland Institute of Electronics, 1776 East 17th Street, Dept. AM-1, Cleveland, Ohio 44114. Do it now—it may change your whole life.

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Please send me, without cost or obligation, your 24-page book, "How To Get A Commercial FCC License," together with your school catalog, "How To Succeed In Electronics," of license-preparation courses.

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ENGLAND HEARD FROM. "As one who has seen what British Railways have done over the past decade or so," writes R. Ellis James-Robertson, *The White Bungalow,* 8 Whittington Rd., Worcester, England, "I do not agree with Tom Taber's statement (Jan. issue) that BR really likes passengers. They like them so much that they have closed thousands of miles of tracks and hundreds of stations and are still doing so. Apart from the main routes, they don't want to know about passengers, and in many instances they have retimed trains in such a way as to make them inconvenient. Travelers then desert the rails to go bus or automobile, whereupon the Railways make out a case that the line doesn't pay.

"It now takes a train two hours and 20 minutes to go from Worcester to London. But when this service was introduced, British Railways made a song and dance about the service being speeded up since dieselization, forgetting to mention that two years before dieselization it had been slowed down deliberately from two hours and 20 minutes to two and ¾ hours. This is known as progress. Sixty years ago the service from Worcester to London was just two hours non-stop! Some routes are being speeded up, but for most routes there is either no change or complete withdrawal of service."

Maybe someone will explain why British Railways charge the equivalent of $5 for a ticket from London to Sidmouth but $5.70 for a ticket from Sidmouth to London.

Queen Elizabeth's husband, the Duke of Edinburgh, remarked the other day in the presence of trade union leaders that he had visited almost everything under the sun except a trade union. So the Amalgamated Engineering Union, Britain's second largest labor organization, entertained the Duke at lunch and gave him a two-hour session on how a modern union functions.

A luxurious three-car train has been bought in England for King Bhumibol and Queen Sirikit, of Thailand. It cost $700,000. Among special fittings and bottled gas ranges, refrigerators, a filter to purify drinking water, and intercoach telephones.

"Sales promotion to sell British Rail services nationally has come to the television screen," writes BR engineer John Drayton, 13 Sycamore Rd., Griffithstown, Pontypool, Monmouthshire, England. "They are plugging a new theme, 'Switch to Inter-City,' a product image in BR's campaign to put over their passenger business which currently brings in 90 million pounds a year revenue." ●

A Pacific is turned by "armstrong" table on Amingaon-Lalmanirhat run in India.
Photograph by J. Lobnow

FREIGHT RATES: will they go up this year? *Forbes* magazine of business doesn't think so. "To the credit of a good many railroadmen," it states, "there was little enthusiasm for a proposed general rate increase, that old, discredited solution to higher costs. Significantly, one of the few vocal supporters for an across-the-board rate increase was William A. White, aging chairman of the Erie-Lackawanna, one of the last of the oldtime railroad bosses still at the throttle of a major railroad. With his support for higher rates, White seemed more interested in getting the money for his debt-burdened road for a merger than he was concerned with the long-term future of railroading. By happy contrast, the more progressive roads sought in the main to hold the price line. By doing so at a time when truck rates are almost certain to go up, they hope thereby to regain some of the traffic lost by past rate boosts and past inefficiency." ●

CORRECTION from Wm. D. Middleton, Commander, Civil Engr. Corps, U.S.N. Naval Air Station, Barber's Point, Hawaii: "The caption for the East Broad Top photo in January *Railroad* is inaccurate. The bridge under which No. 12 is passing is identified as a queen-post type. As any civil engineer will tell you, the span in the picture is no more than a short trestle, made up of a series of wooden beams supported by several wood bents. The several wood diagonals in the photo are braces for the bents. A queen-post, on the other hand, is a very early type of truss, essentially a sort of extended version of the king-post truss."

Passenger service on the line from Saskatoon to Melfort, Sask., is three days a week, not two as our January issue stated, the trains being RDC's, not mixed, we learn from two Saskatchewan readers, Frank M. Masich, Jr., and James F. Gray. ●

INDIA'S railways, to the underprivileged, have become a symbol of Government remoteness and state prosperity and power, according to Reuters Agency, and are vulnerable targets for vengeance on society.

Indian trains each year carry two billion paying passengers—four times the country's population! Another nine million passengerss travel without tickets the Railway Ministry estimates, and most of them are never caught.

India has the world's cheapest train fares. You can ride about 620 miles for less than $3. But troubles arise.

Mobs demanding more food smash signal boxes and burn coaches. Students objecting to a stiff examination paper surge to the station to wreck the ticket office. Naga tribesmen fighting for independence put bombs in railway cars. Demonstrators in border disputes sabotage tracks or lie down in front of trains to prevent them from moving.

Railway authorities have disconnected the emergency cords because passengers pulled them too often to stop trains near their homes, to protest against late-running trains, or because of a quarrel with a guard or fellow passenger.

As a deterrent to saboteurs, legislation will be introduced to provide the death penalty for any one tampering with railway tracks. ●

HOMER RIGGS of 3502 Wyoming St., Kansas City, Mo., recently had his collection of railroadiana displayed in a local museum. Born on a farm in 1896, Homer spent his early years farming the "hard way" behind an old walking plow and team of horses. He still did plenty of walking after going on a Katy section and fence gang for his first railroad job. Next he went to the Kansas City Terminal, where in June 1920, he started firing in the Frisco yard.

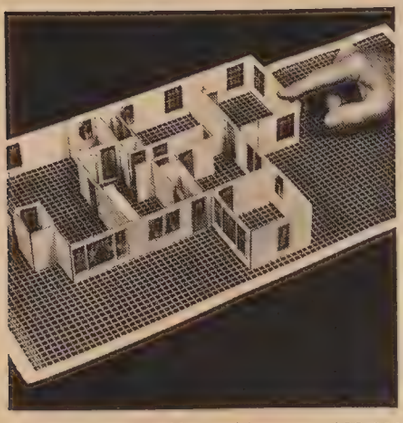
"I fired one of those little old switch engines with the hand operated chain doors," he recalls. "Then I went on the road firing 1300 class steamers."

He returned to yard work in 1944 and handled one of the first diesels at K.C., a Baldwin, No. 213. "The diesels are quick and you could kill a man very easily with one, especially in a yard," he says, "but I'm proud that I never hurt anyone and I retired from the Frisco in 1966 with a clear record." ●

HOW TO START

Your Own Mail Order Business

(RIGHT FROM YOUR OWN HOME — ON A SHOESTRING)



A man and wife sold over $39,000 worth of these kits by mail—without investing a penny in merchandise! YOU can too!

Advertising agencies select mail order items for you, and prepare inexpensive magazine and newspaper ads for you.

Mail 32-page catalogs printed with YOUR name and address. Wholesale firms stock and ship all orders. You keep the profits!

Start at home in your spare time. One-man mail order enterprises make an excellent second income. Some make $50,000 yearly!

AMAZING NEW MAIL ORDER PLAN STARTS YOU FAST

Now you can build a profitable mail order business of your own—THE PROVEN WAY! Use professional mail order ads. Your own 32-page catalogs. Pocket cash profits daily. Don't invest a cent in inventory! Large firms supply ads, catalogs, and do all shipping for you! Amazing new plan for beginners requires little capital and no previous experience. The ideal home business!

When Bob Carter—a mail order beginner from Newark, N.J., ran his first small ad in House Beautiful, he never expected the deluge of orders he received for his auto clothes rack. He received $5,000 worth of orders! Before the year was out, he was spending $10,000 a month on advertising and grossed over $100,000 the first year!

Tom Kinkaid of Florida started with a mail order ad in a small magazine—selling live seahorses! He pyramided a $200 ad into more than $85,000 in his first year!

A husband and wife mail order team from Pennsylvania, operating out of their home, sold 11,000 Home-A-Minute Kits ($4.45@) for a total sales of $39,489!

The Johanson's of Illinois ran a 2½" ad on a paper clip holder. You can imagine their astonishment when they received $3,500 in orders!

These are actual documented case histories of mail order beginners. The names are changed but the facts and figures are absolutely true! Of course these are exceptional cases—not all beginners become mail order millionaires. But, practically EVERY SUCCESSFUL MAIL ORDER BUSINESS WAS STARTED WITH SMALL ADS!

Having acquired a list of satisfied customers from small ads, these beginners soon found that the REALLY BIG PROFITS COME FROM SENDING MAIL ORDER CATALOGS TO THEIR OWN CUSTOMER LISTS.

The thrill of receiving money in your morning mail is one you'll never tire of!

These are the two *vital* elements for a successful mail order business: (1) START WITH SMALL ADS, and (2) FOLLOW-UP WITH A GOOD MAIL ORDER CATALOG. This is *the proven method* used by just about every lucrative mail order house in the U. S. Pick up any magazine and notice the hundreds of small mail order ads, repeated *month* after *month!* You can bet those ads are making money! Order any product from one of these ads and you're bound to be sent one of their catalogs.

A number of these small ads are run by individuals, just like yourself. Come up with a good item and it's almost like having a money tree . . . pocketing cash profits daily, steady as clockwork! That's the beauty of a home operated mail order business. No door to door selling, no customers to face, and you pick your own hours. Best of all, you have a chance to "hit the mail order jackpot". Thousands of orders pouring in from all over the country! The thrill of receiving money in your morning mail is one you'll never tire of!

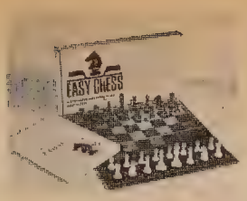
HOW DO YOU GET STARTED? Now, using an amazing new plan, you can get started immediately—on equal par with the 'pros', and with very little investment! Advertising agencies which specialize in small mail order accounts, will prepare top-notch ads for you—on hundreds of 'hot' selling mail order items. Wholesale mail order firms will supply you with professional 32-page mail order catalogs—printed with YOUR NAME and address. All orders come to you. You don't have to know how to write a good ad, and you don't spend thousands of dollars preparing your own catalog and buying stock. *In fact you don't invest a penny in merchandise!* The 'secret' of this plan is called drop-shipping. Actually, it's not new. It is used by practically every large successful mail order firm in the country.

Here is how it works. All the merchandise illustrated in your catalog (or featured in your ads) is stocked by wholesale mail order suppliers. When you receive an order from a customer, you simply type his name and address on *your* shipping label and send it to the drop-ship supplier. Include your check to cover the wholesale cost of the item. The drop-ship supplier immediately wraps the order and ships it directly to your customer, using *your* shipping label—just as though it had come from you. You deposit the check sent to you by your customer. Your profit is the difference between your selling price and the wholesale (drop-ship) cost—and a 100% mark-up is not unusual! See the tremendous advantages of using the drop-ship plan? Your catalogs and ads offer thousands of dollars worth of the hottest selling mail order items—yet you don't invest a penny in merchandise! All the stocking, packing and shipping of orders is done for you!

WHERE DO YOU GET CATALOGS & ADS? One of the few wholesale mail order firms which offer a programmed ad service and professional catalogs, to beginners as well as the trade, is Mail Order Associates, Inc., of Montvale, N.J.

Their 32-page catalog, "Distinctive Gifts", features over 120 top selling, quality mail order products, selected to appeal to every member of the family. The catalog is not seasonal—it carries better class gift items which sell all year round. Jewelry, books, automotive items, bar accessories, personalized giftware, toys, games——these are the items that sell! With many gifts in the $5 to $15 price range, average orders of $25 to $30 per customer are not unusual, depending of course, on your particular mailing list.

Your own ads in national magazines reach millions of prospective mail order buyers!

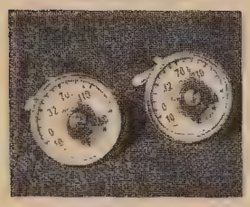


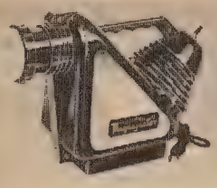
LEARN CHESS—EASY WAY

PRECISION SPORTS WATCH

GOONEY-CYCLE

POCKET ALARM WATCH


THERMOMETER CUFF LINKS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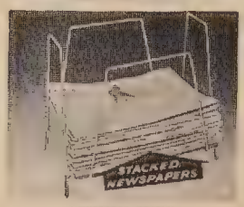


NEWSPAPER HOLDER

These are just a few of the top selling mail order items in the country. All are included in the "Distinctive Gifts" catalog.

Only YOUR NAME and address is printed on the front and back cover of the catalog. All products are drop-shipped for you. By printing millions of catalogs, they are able to offer these at a fraction of their normal cost. What's more, you don't have to order a large quantity of catalogs to start. They'll sell as little as 200 catalogs, printed with your name and address, for small test mailings. And even this low cost may be offset by savings on purchases for your family and relatives!

Realizing that many beginners need help in selecting good mail order items and preparing their first ads, Mail Order Associates has come up with a really unique Mail Order Ad Service. It works like this. As a yearly subscriber, each month you receive a new "AD of the MONTH" which consists of a professional ready-to-run ad on a new or already proven mail order product. They make specific recommendations—which magazines and newspapers to use . . . how much the ad costs in each publication . . . when to run . . . circulation . . . addresses—everything you need to place your first ad. They even schedule your ads to prevent two subscribers from running identical ads in the same issues. Every item is drop-shipped for you, so there's no investment in merchandise.

In addition to the 12 ADS of the MONTH, subscribers are sent over 100 Classified and Display ads which they may use to get started immediately. And don't underestimate the 'pulling' power of a small classified ad. Dollar for dollar, they produce greater profits than full-page display ads! More than one large mail order house got its start with a tiny classified. Many still use them to get new customers and build their mailing lists. Talk about starting on a shoestring—you can begin with a $5.00 classified ad offering self-improvement booklets, which you can have drop-shipped for you at 100% mark-up! Pyramid your profits into more ads and larger catalog mailings, and you may be running full-page ads sooner than you think!

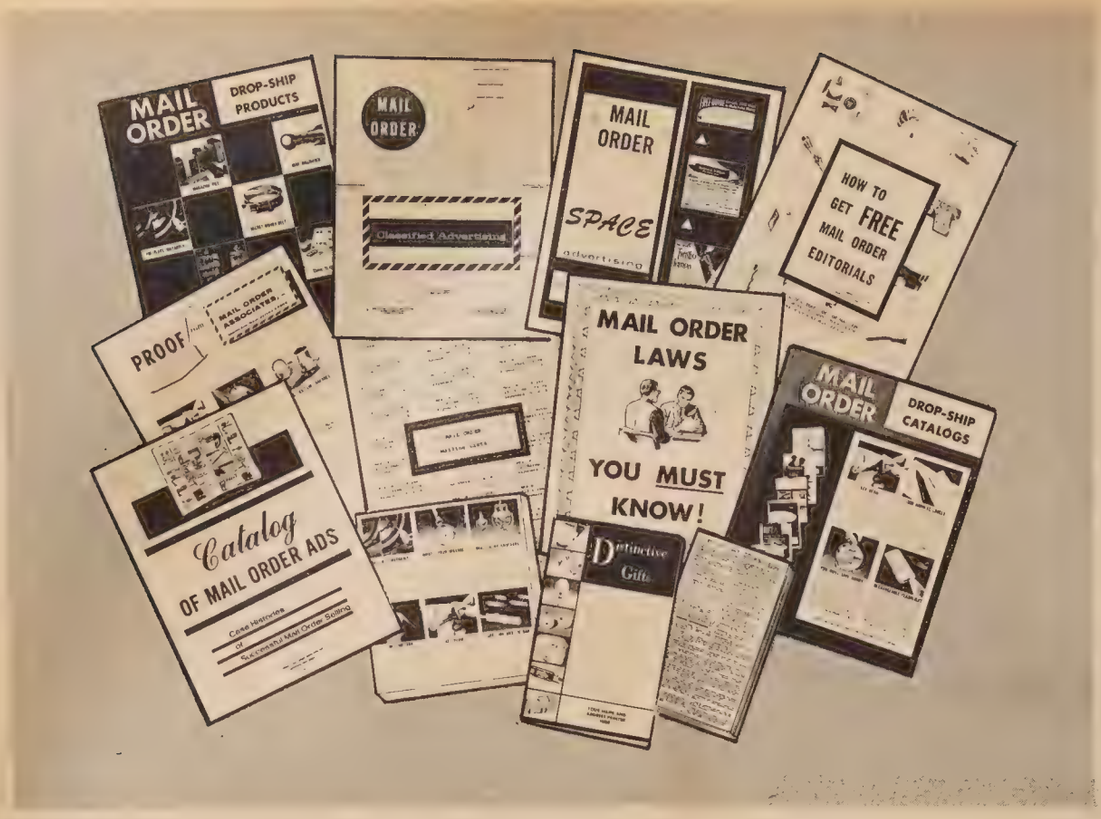
And in case you're wondering how much a one page ad might produce, just consider this documented case history: Not too long ago, a one page ad in Sports Afield magazine pulled 22,000 orders—OVER A HALF MILLION DOLLARS in cash, checks and money orders! Is that any way to run a mail order business? You bet it is! Compare the potential profits in mail order with the job you have now! Then you be the judge. Isn't it worth risking a 'few dollars' investment in a business which holds promise of such tremendous financial rewards?

WHAT ARE YOUR CHANCES? Mail Order, just like any other business, involves a certain amount of risk. Every investment does. But unlike any other business, mail order offers you an opportunity to make a fortune—starting with very little capital. Your chances of success are excellent, if you learn the inside 'secrets' and tricks of the trade, used by the mail order 'pros'.

For example, there are gimmicks called "2 for 1 deals". The novice runs a 3" ad in a magazine that charges $42 for the ad. The pro gets three times the amount of space for his $42! Hence, he needs only ⅓ the number of orders to make a profit on his $42 ad! The pro knows which magazines give "2 for 1 deals". The beginner could spend years trying to find out.

Before you start, you should be familiar with the basic laws and regulations regarding mail order. How to register your company name . . . when to use a P.O. box . . . how to handle complaints . . . refunds . . . where to get trade reports from the FTC, Post Office and FDA.

The beginner should have a complete set of Magazine Advertising Directories ready for reference, before placing any ads. He should know how much each publication charges to run his ad . . . circulation . . . column size . . . ad discounts, etc. Which are the best magazines and newspapers for mail order ads . . . the best time to advertise.



MAIL ORDER ASSOCIATES FEATURES ONE OF THE MOST COMPREHENSIVE MAIL ORDER PROGRAMS EVER OFFERED! CATALOGS . . . ADS . . . TRADE REPORTS . . . ADVERTISING DIRECTORIES—EVERYTHING YOU NEED TO GET STARTED!

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These are just a few of the 'inside' facts you must know to guarantee your chances of success in mail order.

WHERE TO GET THE 'INSIDE' FACTS. Obviously, if your first ads pull orders and your follow-up catalog mailings produce a good profit, you're going to run more ads *and reorder catalogs.* For this reason, the catalog supplier will back you with all the professional guidance and 'know-how' at his disposal. It stands to reason, he wants you to succeed from a purely business standpoint—he wants to sell you more catalogs.

With this in mind, Mail Order Associates, Inc., of Montvale, N.J. has come up with one of the most comprehensive mail order programs ever offered to beginners! With your initial order for their catalogs, or a one year subscription to their ad service, they include a complete set of Mail Order Reports.

Over 120 pages of vital 'inside' facts which cover every aspect of mail order. You can be sure you won't get this kind of professional guidance from any competitor or mail order textbook!

Their reports tell you how and where to get "2 for 1 deals" . . . how to get FREE ads . . . Mail Order Laws & Regulations . . . Advertising Directories of magazines and newspapers . . . Drop-Ship products, catalogs and Mailing Lists . . . plus dozens of low cost ads you may use to get started!

No doubt about it, Mail Order Associates provides top-notch catalogs and ads for the trade—BUT they also offer professional guidance to mail order beginners. Something that's been long needed in this field.

By all means, if you're looking for an ideal second income, or financial independence in a business of your own—get into Mail Order! There's no guarantee or sure-fire rule for success—but no other business offers you a chance to hit the jackpot, on such a small investment.

MAIL COUPON BELOW — NO OBLIGATION

MAIL ORDER ASSOCIATES, INC., Dept. 4, Montvale, New Jersey 07645

Dear Sirs:
Please send complete FREE details about your MAIL ORDER PROGRAM including catalogs, ads, etc. I understand there is no obligation and no salesman will call on me.

NAME ..... AGE ..... SEX .....

ADDRESS .....

CITY ..... STATE ..... ZIP .....

Parkersburg-Cumberland local, Baltimore & Ohio train 30, really talks up a storm while rounding Salt Lick curve on the last mile up Cranberry grade into Terra Alta, W. Va. Power in those days included a Q-4b Mikado leading a P-ld Pacific.
All steam photos by the author, 4307 Palmetto St., Philadelphia, Pa. 19124

B&O Power over the Alleghenies

by BERT PENNYPACKER

BACK in the 1920's, when the world was trying to recover from the effects of a big war, Baltimore & Ohio engine crews actually raced each other over rugged mountain grades up to 2.67 percent while pulling and pushing heavy coal drags with huge, lumbering, compound Mallets. This speed rivalry was brought about by men on the extra board working on a "first in, first out" basis. Every crew on those runs did its utmost to tie up at the terminals and sign in ahead of all others.

But operating trains over the 101 miles between Cumberland, Md., and Grafton, W. Va., has never been easy, and those races over the steepest main-line grades east of the Rockies would have reminded you of competition between crawling tortoises. We got the story from W. E. Lehr, for many years a B&O official but now chief mechanical officer for the Pennsylvania Railroad.

"Deep in the West Virginia mountains at M&K Junction," he writes, "two eastbound Mallets often would stand on adjacent tracks taking water as they prepared to climb the 12-mile Cranberry grade. The firemen would scramble madly atop the 18,000-gallon Vanderbilt tenders and signal their respective hoggers to start calling in the flagmen even before the tanks were quite full.

"One runner would blow four long whistle blasts for his flagman while the other had to sound four longs and one short. Well, the second throttle artist got the jump on his hapless counterpart by simply waiting and adding a short

blast to the first man's four longs! The victim of this prank had to sit there and repeat four long notes while he cussed and watched the rival 2-8-8-2 work steam and move ahead.

"But the race didn't necessarily end there. Two steam-powered eastbounders often moved up Cranberry grade's three-tracked route simultaneously. Each coal train had only fifty cars. Its two Mallet pushers seldom could be seen from the head end as the train wound around endless 10-degree curves at a mere five or six miles an hour. The twelve-mile pull took about two hours, and the first train to reach the 2557-foot summit at Terra Alta got the green board to go ahead on the single eastbound main iron."

These exciting steam years were vastly different from today's diesel operations. However, the Age of Mallets also was a far cry from the 1850's when B&O steel was first spiked down on this tortuous route through the Alleghenies. Except for heavier rail, additional tracks, and modern signaling, the grades and elevations remain much as they were laid out in the long-gone era of 4-4-0's. It was a test of skill and courage to pilot an American type down Cranberry's 2.67-percent tilt. Imagine a small locomotive's steam brakes

EM-1 throws gigantic clouds of black smoke skyward as she climbs Cranberry grade with hotshot merchandise. Her exhausts are slow and measured.

smoking, link and pin couplings rattling, and bearded or mustached trainmen twisting hand brakes in a unified effort to get downhill safely!

Cranberry grade is but one of four major hills of 2 percent or steeper on the famous West End of the Cumberland Division. Coming east from Grafton, the Newburg grade extends 8.3 miles from Newburg to Blaser, with twin tunnels near the top. From that point you dive down Cheat River grade for five miles to reach M&K Junction, followed by the dozen-mile upward climb of Cranberry. After running across the mountain tops with some "minor" one-percent grades, you reach Altamont at 2628 feet above sea level and then descend Seventeen Mile grade to Piedmont, Maryland.

This treacherous 60 miles of rail has always required the skills of mountain men with guts to face its dangers, the long winters and short summers, and massive snows that often blanket the heights. M&K Junction has served as the traditional helper station where extra power is coupled on in both directions. During the Steam Age its location in the Cheat River's deep valley was smoky and busy.

Early B&O motive power men had a never-ending concern for providing power fit to cope with those severe operating conditions. Ross Winans' cumbersome eight-drivered Camels (not Camelbacks) were the first helper engines used in that area. In 1853, however, the road's master of machinery, Samuel J. Hayes, found that the Winans machines, without leading trucks, did poorly as passenger train helpers and so he designed a new 4-6-0 Camel type with 50" driving wheels. The Camels of that day carried their cabs high atop the boilers, mainly to facilitate the use of large fireboxes and maintain short wheelbases to negotiate sharp curves. Later Wootten-boilered Camelbacks carried their cabs lower, surrounding the boilers.

THE TEN-WHEELER gained its earliest prominence in mountain districts, and in 1863 the B&O's Thatcher Perkins designed a new one of neat, conventional lines, with a rear cab. These so-called "Perkins Ten-wheelers" were first built at the road's own Mt. Clare Shops in Baltimore. With 60" driving wheels, they doubleheaded passenger trains through the mountains. The original locomotive, No. 117, today named the *Thatcher Perkins*, is preserved at Baltimore in the B&O's Transportation Museum. This venerable 4-6-0 was built in 1863, rebuilt in 1892.

Perkins also began replacing the Winans 0-8-0 Camel freight power with new, end-cab, 0-8-0 road engines to help move the increasing coal trade. The men dubbed these mountain-climbers of 1865 vintage "Jersey Greenbacks," probably because they reportedly were painted green and some were built by the New Jersey Locomotive Works in Paterson. Interestingly enough, the early B&O 0-8-0's were used for road and pusher service in mountain areas. Other railroads, including the Philadelphia & Reading, also assigned them extensively to this work. The 0-8-0 switcher came along years afterwards.

Meanwhile, following the Perkins Ten-wheelers, a later master of machinery, J. C. Davis, reverted to a Camel type with a similar wheel arrangement. Between 1869-'75, the B&O acquired a sizeable fleet of 109 such engines. Efficient but ungainly-looking, these machines had a long and successful life. Camel types seemed to persist more prominently on the B&O than elsewhere because motive power men found their huge low-slung fireboxes most adaptable to burning a ready supply of soft coal. Even today a Davis-built Camel, No. 217, is keeping company with the *Thatcher Perkins* and other oldtimers in the B&O museum.

Ross Winans had believed wholeheartedly in using eight-drivered engines sans trucks for heavy mountain

If you've ever witnessed this spectacle, noise and smoke of two articulateds on Cranberry grade, you'll never forget the thrill.

chores to achieve maximum pulling power. But this legacy imperiled engine crews. Derailments occurred all too frequently, wrecking crews spent tedious hours picking up the 0-8-0's, and management took a dim view of paying the bills for damaged equipment. So in 1873 the B&O launched its first Consolidation (2-8-0) types.

Used initially as ponderous mountain power, the 2-8-0 soon became a system-wide freighter, acquired by the hundreds. Many were Wootten-boilered Camelbacks. In fact, B&O probably was the world's largest user of center-cab locomotives outside the eastern Pennsylvania anthracite coal mining region.

Andrew J. Cromwell's fine development work on that type was marred by his falling prey to the expected economies of Baldwin's highly-touted Vauclain compound concept. Rectifying the error, Mt. Clare shopmen tore out the original cylinders and replaced them with single-expansion types. A 2-8-0 of 1888 vintage, named *A. J. Cromwell*, also is included in the B&O museum. She carries No. 545 on her tender and has a back cab.

Class E-24 Consolidations, which began appearing in 1902 from the Pittsburgh Locomotive Company, were unusual in having Belpaire fireboxes and in having been built from plans of the Pennsylvania's class H-6a. This odd turn of events occurred because the Pennsy had gained temporary control of B&O and had even installed L. F. Loree (later of Delaware & Hudson fame) as the Baltimore road's president. In the late 1920's, Mt. Clare shops rebuilt 86 of the E-24's into 0-8-0 switchers of classes L-1 and L-1a.

JOHN MORGAN, an old retired B&O hogger, recollects that his grandfather ran coal trains over the mountains for many years and that he himself as a young boy often rode their cabs.

"In 1902, when we lived at Keyser, W. Va.," he says, "Grandpa was so proud of his new E-24 Consolidation, 1700 series, that he made me promise to ride with him as soon as I could get a day off from school. That day soon came. My eyes opened wide as I looked at the E-24; she seemed so big and powerful and so very clean and shiny.

"Our fireman was a tall, gangling hillbilly but even at my tender age I could see that he did a good job of firing. I heard him asking Grandpa, 'Will you-all run over my scoop and put a keen edge on her?' Wondering what he meant, I watched as he held the scoop firmly on the rail and let the E-24 run slowly over its tip. (Many years afterward, when I went firing, I recalled this neat trick and used it myself.)

"We left town and started pounding slowly up the Seventeen Mile grade with an older Camelback 2-8-0 on the rear pushing our consist of empty hoppers. Grandpa had a habit of sitting on the leather arm rest on the windowsill and leaning far out to get a better view around the numerous sharp curves. The cab pitched and weaved so much that I often wondered why he didn't fall out.

"As we passed the Maryland town of Bond on the steepest grade I looked for the reverse-tilted safety spur, designed to stop any runaways that might get loose on the descent. Our hillbilly was really tossing in the coal, but most of it seemed to be going right out the stack,

With two big articulated pushers, West Virginia bituminous coal moves up the grade through Amblersburg at a fast stride.

as Grandpa had the Johnson bar down in the corner and was working hell out of her."

Continuing his story, Mr. Morgan told how they were stopped by a local freight near Oakland, Maryland.

"Our fireman suddenly left the cab to chase a couple of chickens that apparently had strayed from a nearby farm. Grandpa said in disgust that he'd give me the scoop if that nut didn't return, but back he came with the poultry stashed away in a cloth feed-bag he produced from a large pocket.

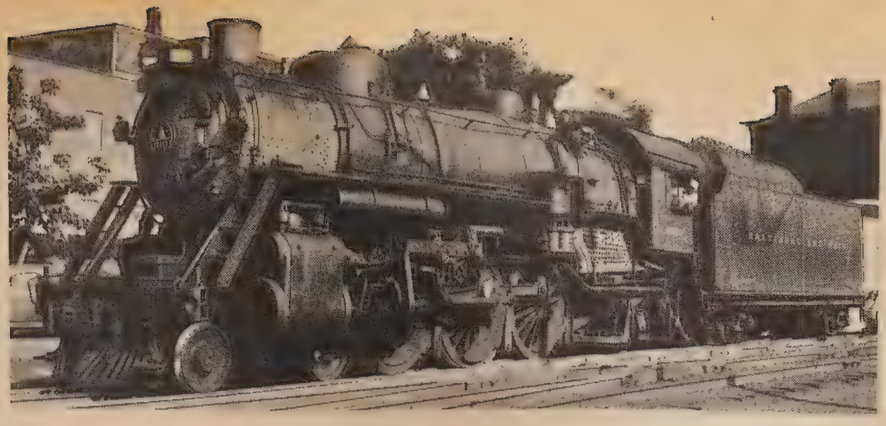
"Still later, while we were drifting down Cranberry grade with the throttle closed, our steam pressure dropped off and Grandpa motioned for action. The hillbilly shook his head, saying he couldn't possibly put in any more coal until his lunch was cooked. He had four pork chops frying away on the hot ledge of the firedoor opening! Grandpa appeared highly incensed. The fireman leisurely munched his chops, but by the time we took coal and water at M&K Junction the steam pressure needle nudged the peg, so all was well. Grandpa said he hoped that hereafter other hoggers would get that character off the extra list."

THE ENTRANCE of America's first compound Mallet upon the B&O scene in 1904 seems like a premature experiment. Older 2-8-0's continued to haul trains over the Alleghenies for seven long years before Mallets became an accepted way of life.

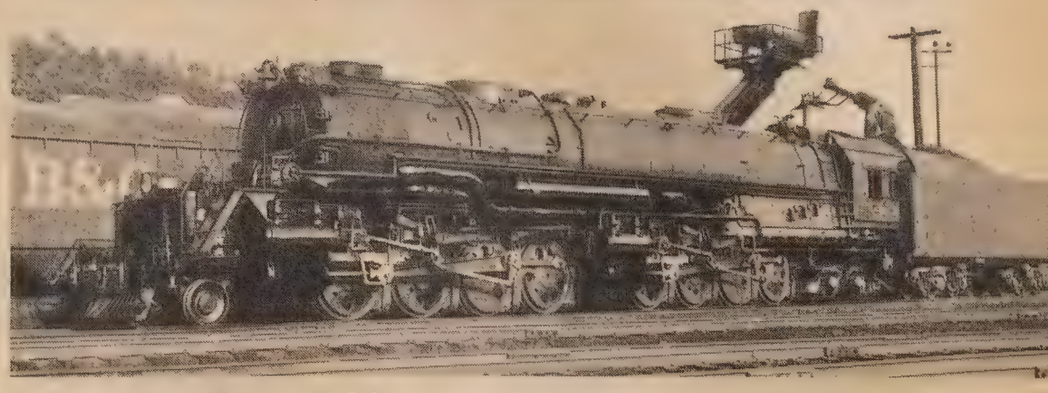
Using plans worked up by motive power chief John E. Muhlfield, the efficiency-minded B&O president L. F. Loree had Schenectady build an 0-6-6-0 also employing America's first usage of Walschaert valve gear. The men dubbed her "Old Maude," perhaps because of her big boiler and waddling gait.

She became a curiosity around Cumberland, working the Sand Patch grade on the Pittsburgh-Chicago line. In later years, she may have been assigned to Seventeen Mile grade. As a compound, she exerted 71,500 pounds of tractive effort—a huge figure for 1904—but later rebuilds to a single-expansion machine boosted her TE to more than 91,000 pounds. She was No. 2400, later renumbered 7000.

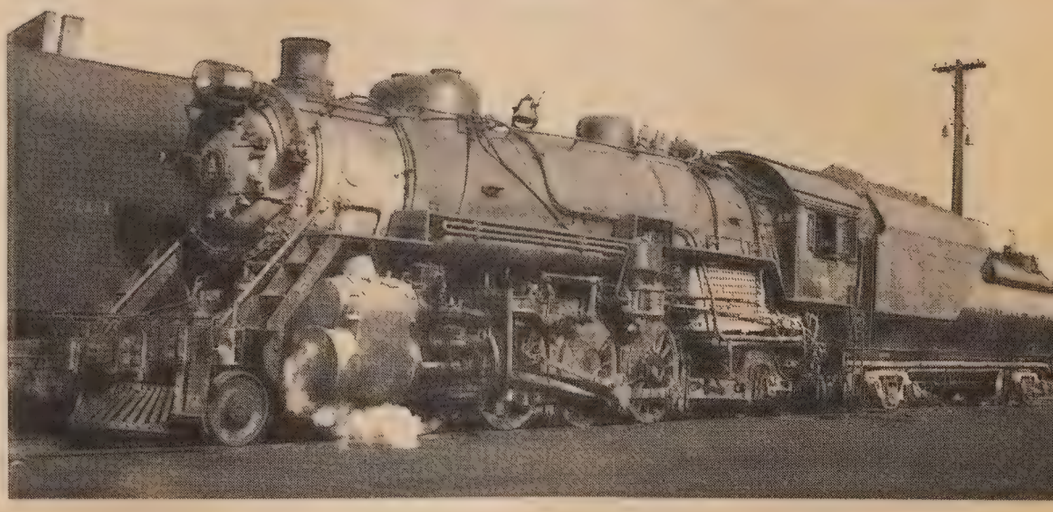
The years 1910 and 1911 saw a dramatic new era in B&O freight service as motive power chief J. E. Harris upped the stature of the mountain-going iron horse from 2-8-0's to mammoth compound Mallets. Actually, 2-8-0 development had reached only a modest apex



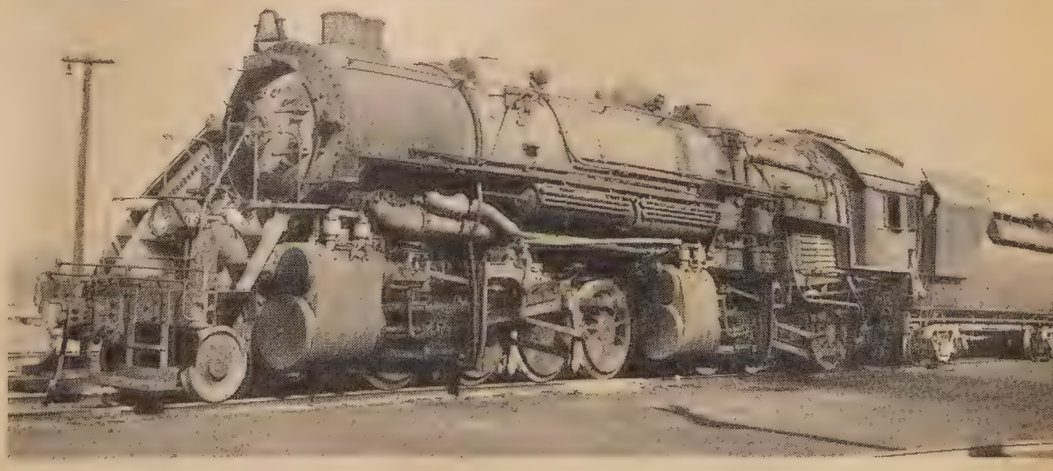
The rugged design of these P-1d class Pacifics trademarked them as passenger workhorses of the mountain country. As the Baltimore& Ohio's most powerful 4-6-2's, they exerted 51,000 pounds of tractive effort with their 26½x28-inch cylinders and their great 74-inch driving wheels.



The handsome EM-1 class 2-8-8-4 exerted 115,000 pounds tractive effort. Due to clearance restrictions, these were a bit smaller than most other Yellowstones.



Heavy Q-4b Mikados (Baldwin, 1922) did much passenger helper work and pushed freights up 17-Mile grade. Note the famous B&O Capitol emblem on the smokebox.



Hefty EL-5a class 2-8-8-0 articulateds started working in 1919-'20 as Baldwin-built compounds. They had some characteristics of U.S. Railroad Administration standard 2-8-8-2 design, were second only to EM-1 as articulated power.

with class E-27b's having but 42,800 pounds of tractive effort. Similarly, new Mikados (2-8-2's), first rebuilt by Baldwin from E-27 Consolidations, were great for level-graded divisions but lacked the stamina to challenge Cranberry and Seventeen Mile.

The appearance of Mallets in 1911 on the West End of the Cumberland Division was perhaps the biggest change to occur since steel rails were flung across the West Virginia mountains and Ross Winans' ungainly Camels began clanking and snorting over the formidable grades. Like the Camels, the first groups of 0-8-8-0 compound Mallets of class LL-1 carried all weight on their 56" drivers. Needless to say, engine crews rejoiced at the prospects of pulling trains with something that looked really huge and powerful (having 105,000 pounds of tractive effort). But alas! Management had other ideas and merely tied on more tonnage, so the crews toiled harder than ever to get the bigger engines over the road.

The 0-8-8-0's proved too slow for road service. Through an experimental rebuild in 1911 Baldwin turned an E-24 Consolidation into a unique hybrid 2-6-8-0, and this led the way toward improved and faster Mallets.

The wartime year of 1916 saw the arrival of 30 new 2-8-8-0's from Baldwin, which established the B&O as "Mallet Country." Other notable acquisitions included 26 new 2-8-8-0's of a design modified from specifications of the USRA (United States Railroad Administration) standard 2-8-8-2. The B&O also bought 16 former Seaboard Air Line 2-8-8-2's. By the year 1922 it had 135 Mallets handling the bulk of its traffic over the most difficult operating district east of the Rockies.

Eastbound train 76, the Baltimore & Ohio's speedy *Cincinnatian*, tops mountainous Cranberry grade without a helper and then the experienced hogger widens on the throttle as his train passes Terra Alta. The streamlined 4-6-2 boasts driving wheels 80 inches in diameter, which is quite rare in rugged mountainous terrain.

In 1920 Colonel George H. Emerson began his memorable tenure as the Baltimore Road's motive power chief. For 22 years Mt. Clare Shops was more or less his private laboratory from which emerged some of America's great experiments in high-capacity steam propulsion. But Emerson's efforts to improve power for mountain runs emphasized sturdy workhorses rather than fast-stepping glamour steeds.

Numerous compound Mallets were given single-expansion cylinders and thus became simple articulateds. This boosted tractive effort in the EL-5a class, for example, to 118,800 pounds—truly a giant of a 2-8-8-0, yet three of them could move but 52 loaded hoppers up Cranberry grade at six miles an hour! The former SAL 2-8-8-2's lost their trailing trucks while some 0-8-8-0 pushers gained leading trucks.

At Cumberland, where most of this work was done, a heavy repair shop cared for the big power. This arrangement proved more satisfactory than sending it to Baltimore. Oddly enough, Cumberland's huge, dirty, red brick backshop building never had a modern concrete floor. Even to the last days of steam, shopmen trudged over a hard-packed dirt floor, perhaps symbolic of B&O's historic antiquity. And outside the shop, on numerous yard tracks, stood rows and rows of gargantuan four-cylinder power awaiting repairs or assignments. Cumberland was obviously the Gateway to Heavy Grades.

Fred C. Kern, 34 Central Ave., Philadelphia, Pa. 19111

Ten-degree curves on heavy grades add much to power requirements for moving trains. Here we see the head end of 3 low-nosed Geeps grinding up Cranberry grade.

CONSERVATISM dominated the esteemed Colonel's mountain-going passenger power. In 1925-26, he converted two boilers from 2-10-2's into husky-looking 4-8-2's with 74" drivers and long Vanderbilt tenders. For many years they wheeled the heavy passenger runs between Cumberland and Grafton, but frequently had to doublehead.

The 74"-drivered Pacifics of classes P-1c and P-1d did most of the work. These were Mt. Clare rebuilds from Mikados and/or lighter Pacifics. They could roll along the easy grades of the lower Potomac Valley at 50 to 60 miles per hour, then dig in for the hard pulls over the Alleghenies with Q-4b Mika-

dos helping. The doughty P-1c/d looked tough, had large square tenders and commanding whistle voices.

Retired hogger John Morgan, who handled the throttles on P-1d's for years, says they were great for climbing hills, rarely slipped, and were easy to fire, but he expressed caution regarding the experience needed to run trains up and down the B&O's 2-percent grades in the Alleghenies.

"The mountains called for a special breed of man," he reminisces. "With early winters and late springs, we'd often have snow on the ground six months a year. Sometimes it snowed almost every day in the high country. We'd use a Mikado helper ahead and one behind to get the *National Limited* up Seventeen Mile or Cranberry grades. Between Altamont and Terra Alta, across the mountain tops, we'd likely as not pass three Mikados pushing the snowplow and they'd shuttle back and forth between these points continuously, turning on wyes. The severe grades proved less troublesome; snow either blew off the mountain sides or could be plowed off and down steep slopes from which it couldn't blow back."

Mr. Morgan recalls another occasion when, while handling a pusher Mallet, he was caught unexpectedly in a 16-hour tour of duty without food or hot coffee.

"After pushing a coal drag up to Terra Alta," he says, "we were held there to allow the *National Limited* to precede us downhill. Dead tired and hungry, I dozed off in my cab seat, allowing the fireman to wake me as soon as we got the green board.

"That night, when the *National* made a special stop at Terra Alta, the ashcat appealed to the dining-car cook who seemed always to be watching the scenery from an open door. It worked! I was awakened to see a cardboard box filled with containers of steaming coffee, bread, chunks of meat, cheese, and fruit. They say dining cars lose money, and I know darned well that one lost at least $15 on the free handout to two needy B&O employes that day."

B&O's mountain railroading, 1967 style. Four mighty Electro Motive SD35's, totaling 10,000 horsepower, push a 95-car eastbound coal train out of M&K Junction.
Photograph by Fred C. Kern

In 1944-'45, Baldwin built EM-1 class 2-8-8-4's numbered 7600-7629. B&O men regarded them as the finest steam power the railroad ever had. Although their drivers measured only 64", modern engineering permitted these huge machines to run as fast as 50 mph on level stretches yet knuckle down to drag the tonnage slowly over steep grades.

"A pleasing design and smoothly-welded tenders also made the EM-1 truly handsome.

BACK in 1944, motive power chief A. K. Galloway preferred road diesels but had to settle for EM-1 2-8-8-4's because of the wartime shortage of metal. Even so, few B&O men in those days would have regarded a diesel as better than an EM-1.

"If we could get steam power back tomorrow I'd be happy," says Art Tenney, a road foreman of engines working out of M&K. Tenney recalls the years when he fired the fast-running *Cincinnatian* over the mountains. "That was the hottest train ever to run over the West End and a streamlined P-7d Pacific pulled it. With a five-car train and no helper, we covered 78 miles from Keyser to Grafton in 132 minutes, which beats the fastest schedule of any train over that route, even diesel-powered ones."

The fast Baltimore-to-Cincinnati train evolved as a post-war bid for traffic and in 1946 the Mt. Clare Shops rebuilt it from engine to observation car. Four of Colonel Emerson's 80"-drivered *President* series Pacifics, built in 1927 by Baldwin for high-speed runs between Washington and Jersey City, were completely revamped with cast-steel engine beds, roller bearings, streamlining, and bigger tenders; these included Nos.

Westbound EL-5a class 2-8-8-0 is barreling through Rowlesburg, W. Va. Note passenger-type pilot and emblem on smokebox.

P-1d Pacific brings train 11, *Metropolitan Special*, down Cranberry grade in clouds of brakeshoe smoke.

An eastbound coal train rolls down Cheat River grade with three EMD SD35's.
Photograph by Fred C. Kern

5301-5304. Engines were changed in both directions when the trains stopped at Grafton.

"An engine with 80" drivers was almost unheard of in that mountain country," recalls Art Tenney. "They also wanted to run her without a helper, so she took a test train out on the heavy grades to see how many cars she'd start if she should ever be stopped on the steepest portions. Well, the big P-7 did fine with five cars and had trouble with six, so the *Cincinnatian* became a five-car train. Needless to say, with but 400 tons trailing her drawbar, that Pacific could run at uncontrolled speeds on straight and level track, but while battling up Cranberry or Seventeen Mile she'd really work up a storm and we'd keep the sanders and stoker going steadily."

Unfortunately, the Baltimore-Cincinnati trade failed to support trains 75 and 76, so they were withdrawn in a couple of years and the royal blue streamlined P-7d's were assigned to a similarly named train running across Ohio.

The late 1940's were interesting years on the West End. We well remember seeing fleecy smoke plumes drifting skyward from the fat stacks of EM-1's battling up the last mile of Cranberry grade into Terra Alta. And the exhausts of the old 1911-vintage Mallet pushers was a continuous roar, even at a walking gait. Since loaded coal drags moved eastward up Cranberry, this was the hardest pull while Seventeen Mile grade got mostly empties on the westbound run. Consequently, Mikados were sufficiently powerful for pushing trains on the latter hill.

The heavy Q-4b Mikados were, indeed, versatile. They trundled local freight and did much passenger helper work. Often two would blast upgrade into Terra Alta, leading the *National Limited*'s royal blue diesels to keep the speed above 23 mph. Then they'd cut off, one racing ahead of the passenger train to Keyser, the other turning on the wye at Terra Alta and returning to M&K. Lesser trains such as the *Metropolitan Special* or Parkersburg mail 30 drew doubleheader teams consisting of the regular P-1d Pacific and a Q-4b Mikado. Some Reading and Western Maryland heavy Consolidations, leased in wartime, pushed passenger trains up the Cheat River grade.

The thirty EM-1's and other articulateds could be found as far west as Parkersburg, W. Va., East of the heavy grades they ran to West Cumbo, Brunswick, and Hagerstown. In this manner, two 54-car coal drags that had come over the mountains could be combined at Keyser and forwarded east with just one four-cylindered engine. The EM-1's and others also ran to places like Fairmont and Benwood Jct. (Wheeling), W. Va., and Connellsville, Pa., usually in heavy coal-train service. But they also had the speed and agility to haul fast merchandise, even an occasional passenger train, over the hills.

AS DIESELS took over, the great EM-1's gradually left the heavily-sanded rails of the West Virginia mountain country and spent their final years running coal trains into the Ohio lakeports of Lorain and Painesville. They also climbed Sand Patch grade on the Pittsburgh main line, a slope traditionally reserved for the B&O's big 2-10-2's, which conversely seldom got west of Keyser and into Mallet territory.

How has diesel operation affected the rugged Alleghenies? Cinders no longer lay ankle-deep along the roadbed nor is the sun dimmed by black clouds of rising smoke. However, the rails remain thickly coated with sand and you can hear the steady roar of powerful diesel engines far down in the valleys 40 minutes before a train comes into view around a twisting 10-degree curve.

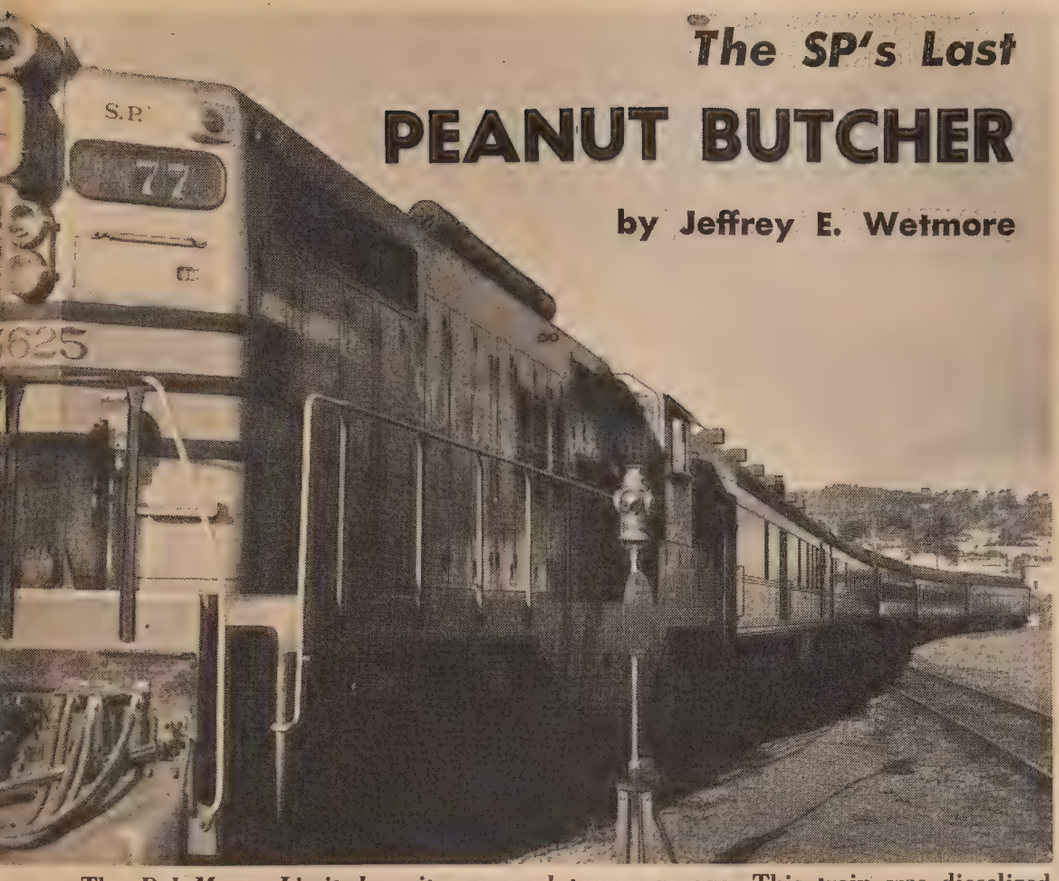
The eastbound coal train has grown to 95 cars. Its running time up Cranberry grade is cut in half, thus recording a combined efficiency increase of nearly 200 percent over steam years—and the management likes that. Twelve of the husky 7400 series Electro-Motive SD35 diesels are assigned to M&K for helper work. Usually these six-motor monsters of 2500 horsepower each, coupled into groups of four, push trains that also have four or five high horsepower units on the head end. They go up Cranberry grade in one hour, cut off, and return in 30 minutes for another pushing job. It's like a production-line method, quite unlike steam days when the Mallets had to be serviced between trips and could push only two trains up Cranberry in an eight-hour trick.

Even though steam power has gone, there is still a great show out in the West Virginia mountains; the hills are just as steep, the curves just as sharp. The intense struggle of powerful machines to overcome these natural barriers remains an awe-inspiring sight for those of us who have witnessed it in person, and the memories remain vivid and exciting.

The SP's Last

PEANUT BUTCHER

by Jeffrey E. Wetmore



The *Del Monte Limited* as it appeared ten years ago. This train was dieselized in 1956; it lost its RPO car in 1958, and the following year it was streamlined.
SP photo in collection of Jeff Wetmore, 330 51st St., Oakland, Calif.

THE FINAL run of any news agent, or "peanut butcher," on the Southern Pacific Lines was made last June 28th by Manuel Santos, a pleasant, middle-aged bachelor of Portuguese descent who doesn't smoke and invariably brought his lunch from home, very seldom sampling his own wares. Since then, there hasn't been a peanut butcher on the entire 13,000-mile system!

"Manny" worked 22 years on the *Del Monte Limited*, trains 126 and 141. During that time he was on duty seven days a week without even a holiday off, except for a month's enforced vacation each year. He walked through the cars frequently on each trip dispensing food, beverages, newspapers, magazines, and cigarettes.

Although News Service Agency, the old Union News, once worked hundreds of trains regularly, it now has only four such men left (aside from a few on station platforms). All four are on the New Haven Railroad.

Established April 28, 1889, the *Del Monte* is the SP's oldest name-train and one of the system's few remaining runs with a parlor-lounge car in which seats are reserved. It travels daily between San Francisco and the Monterey Peninsula, usually with the one lounge-buffet (23 reserved seats) and a single chair car, pulled by two GP-9 diesels, and on week-ends two chair cars plus the lounge. Eleven suburban cars were added recently to the run between San Francisco and San Jose, and two gallery cars northbound. The last steam power, years ago, was a 4-6-2, class P-6, the 2453, 2454, or 2458.

No originality was shown in the routine menu offered by Manny. Although he himself is an excellent cook and a gourmet, he had to sell what the News Service Agency sent him. Peanut butchers on trains all over the country were vending similar stuff. If you wanted a sandwich you had to choose between combination ham and cheese, 75 cents; or cheese, ham, or roast beef, 65 cents—all sliced very thin, on white bread. For dessert: a thin slice of tasteless pound cake, a sweet bun or "snail," two small white doughnuts, a candy bar, or a little cellophane bag of oversalted peanuts, each item 15 cents.

This diet made you thirsty. To satisfy thirst for 15 cents you could get a small container of warm coffee, for 30 cents canned orange juice, or for two bits a cold, sugared, chocolate drink, soda pop, or a tiny carton of milk.

There was no variety. The same

Manny Santos, last in a long line of peanut butchers on Southern Pacific.
Photograph by the author

Often coupled behind the *Del Monte Limited* was the *Virginia City*, elegant private car owned by Lucius Beebe and Charles Clegg. Lower photo shows them (Beebe at right) dining in grand style in that car.

The *Del Monte* in closing years of steam era was pulled by P-6 Pacifics 2454 (pictured here) or 2453 or 2458.
Fred A. Stindt, 978 Emerald Hill Rd., Redwood City, Calif.

monotonous choice every day. Years ago Manny also carried fruit, but this was cut out, and anyone who wanted fruit after that had to bring his own. Even so, for hungry coach travelers poor nutrition was better than none at all; and we asked L. G. Crocket, the SP's passenger traffic manager, why Manuel Santos's job had been abolished.

"The passenger loads on the *Del Monte*," he said, "have decreased to the point where there is an average load of less than 30 per day. Some of these passengers are in the parlor car, where food and beverage are available. The few coach passengers showed such a lack of interest in the items handled by the news agent that this job no longer served a useful purpose."

We also put the matter up to the state's Public Utilities Commission; and William M. Dunlop, the PUC secretary, replied: "The Commission staff has investigated your complaint regarding the elimination of this service to the coach passengers. The results of our investigation revealed that during the year 1965 the total revenue derived from this service was approximately $4,200, while direct expenses, including wages, food, license, etc., amounted to approximately $8,200, with the corresponding net loss

of $4,000. At the time this service was discontinued, an automatic coffee machine was installed at the Monterey station to accommodate westbound passengers using the train. Sandwiches for eastbound passengers are available at the 3rd and Townsend streets station."

Thanks to Eddie Elkins, the steward who tries to carry on the old tradition for fine service set by his predecessor, Oliver Millet, the *Del Monte's* buffet-lounge is the only such car on the system that still uses linen and the wildflower-patterned chinaware. Furthermore, his clientele on that car can get fresh juice to drink, Eddie having saved for them the SP's last orange-squeezer. Discriminating travelers like these minor luxuries, about which the late Lucius Beebee did considerable writing.

On frequent occasions the *Virginia City,* the fabulous private car owned by Beebe and Charles Clegg, was coupled behind the *Del Monte* and later set out on a siding at Asilomar. There the two men spent parts of several summers writing their books *Mansions on Rails, The Central Pacific and the Southern Pacific Railroads,* and *Mr. Pullman's Elegant Palace Cars.* But the *Virginia City* had its own chef and a well-stocked larder; so the "Gold Dust Twins," as they were called, did not buy any food from Manny Santos.

Del Monte's former parlor car, 2946, the *Oliver Millet,* was the only SP car ever named for an employe. Behind it is an interesting story. When Oliver retired as steward in 1947 after 32 years on the Limited, his passengers passed the hat, presented a gold wrist watch, and asked the management to name the car for him. This was done. But when the company's master carbuilder received an order from headquarters at 65 Market Street, San Francisco, to paint Oliver Millet's name on the elegant piece of equipment, he couldn't believe it at first. By the time he confirmed the order it was late in the day; the job was done quickly, and the 2946 left the city with the lettering on its sides still wet!

Manny Santos is the only railroader in his family. In 22 years of service he was never robbed, except for trivial pilfering, but his train has been in a few wrecks, none of them fatal, and was delayed twice by flooded lettuce fields after the *Del Monte* had been dieselized early in 1956. The former peanut butcher is 5½ feet tall and of medium build. While working on the *Del Monte* he had two homes simultaneously, in San Francisco and Monterey respectively, and spent the days in the city, nights in Monterey, depending upon where his runs ended.

Besides a few big-circulation magazines, he used to sell San Francisco newspapers, even into the commuter cars, but rarely offered other wares to the commuters.

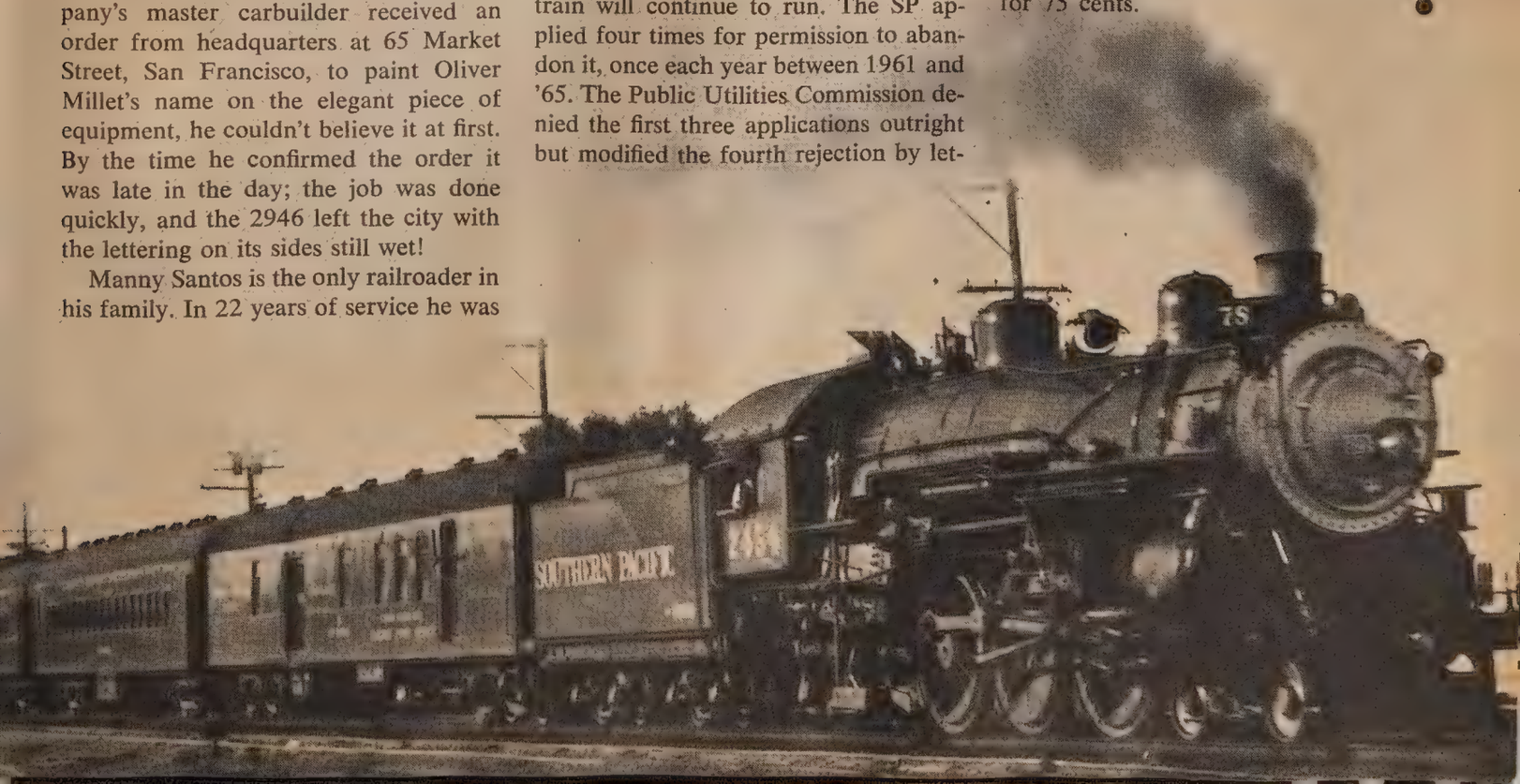
When Donald J. Russell was president of the Southern Pacific, the big chief and his daughter and grandchildren often rode the *Del Monte.* More than once Manny asked the girls to tell Grampa to keep the train in operation. One day, a little over four years ago, when Mr. Russell was putting his grandchildren aboard the Limited in San Francisco, he observed wrathfully that the cars were filthy inside and out, with dirt and wax caked on the floors, greasy mohair seats, fingerprints on the walls, and smeary windows. His reaction was speedy and effective. He reprimanded the crew members and dispatched urgent telegrams. When the *Del Monte* arrived at San Jose that day, even though the president was not aboard, the full station force stood on the platform to greet it.

On the next few trips, the master carbuilder rode that train; and even today, as we have noticed, officials personally inspect the *Del Monte's* cars to see that they are kept scrupulously clean. But nobody knows how much longer the train will continue to run. The SP applied four times for permission to abandon it, once each year between 1961 and '65. The Public Utilities Commission denied the first three applications outright but modified the fourth rejection by letting the road combine the *Del Monte* with its San Francisco-San Jose commuter fleet. This action slowed the former Limited's schedule by 20 minutes, making it 3¼ hours, the same time as when the train was inaugurated in 1889.

In 1944, when Manny Santos first became news agent on the *Del Monte,* it had an old lounge car. A few years later the train got the *Daylight's* pre-streamlined equipment—heavyweight, air-conditioned coaches with reclining seats. The car Manny then had boasted a large booth with a sales window and two eating tables. In 1959 the *Del Monte* was more or less modernized, but the old parlor car, the lightweight coaches, and the GP-9's remained.

After that, Manny worked out of various arrangements of built-in and portable lockers and iceboxes in baggage compartments. As the train's consist dwindled and the SP reduced leg room by rebuilding 48-seat cars into 76-seaters of the same length, the consist was cut to two GP-9's, one coach, and one parlor car (lightweight since 1962) from San Jose, where the commuter cars were dropped, to Monterey.

Manny's work gradually became more personalized. Instead of a basket or cart, he began serving the passengers on small trays, often taking their orders as soon as they boarded the train and trying harder than ever to please them. But after he had become the News Agent Service's only SP salesman, his wares were less varied and more spasmodically supplied. Finally, just before his career as a peanut butcher ended, you had no choice but a disgustingly sweet cola drink for two bits and a ham-cheese sandwich, often on stale white bread, for 75 cents. ●



ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

INFORMATION BOOTH

1 *Where are the longest turntables in the U.S.A.?*

On the Union Pacific system at Green River, Wyo.; Kansas City, Mo., and Ogden, Utah. Each is 135 feet long and was built to handle the "Big Boys."

"Turntables are used to turn locomotives around, to act as a switch for roundhouse stalls, and to get a good light on engines for photographers like myself," comments Lester C. Harlow, 5565 Columbia Pike, Arlington, Va. "Usually their size is dictated by the largest motive power likely to be on the division. The UP's 135-foot tables were built, mostly in 1941, in Laramie, Green River, and Cheyenne, Wyo.; also in Kansas City, Ogden, and Los Angeles. They were made large enough for the 4-8-8-4's going into service that year. Civil-engineering journals refer to them as the world's largest, which I have never disputed. Only three remain today.

"In 1952 an accident damaged the Green River structure, but the Los Angeles turntable was sent to Green River to replace it. The wrecked one was repaired and installed at Kansas City in 1957. Since the 133-foot Big Boys were the longest locos ever built, no longer turntable was needed anywhere. The 4-8-8-4's were 'cleared' to operate through to Los Angeles, but none ever did—although one is now on permanent display at nearby Pomona."

2 *Were Brooks locomotives the only ones with clerestory cabs?*

No, but clerestory cabs were a distinctive characteristic of Brooks-built engines, according to E. Harper Charlton, and when they appeared on the products of other builders they were exceptions and not the rule.

3 *Which railroad first used dome passenger cars, and when?*

The Burlington Route, July 23, 1945. However, in 1902 Canadian Pacific had 4 double-cupola observation cars, built at company shops, on Selkirk Div. between Donald and Revelstoke.

4 (a) *When will New York's new Penn Station be completed?* (b) *How will it differ from the old one?* (c) *What happened to the statue of Alexander J. Cassatt which stood for 50 years in the original station?* (d) *Was the distinguished painter Mary Cassatt his daughter?*

(a) Probably next fall. Already the modest new subterranean passenger depot is taking shape, replacing the one opened Nov. 27, 1910.

(b) The old terminal ranked as great architecture. Based on a famous Roman design, it was built, like the world's vast cathedrals, to last many centuries. Alas, it was razed in this crassly commercial age to make room for a sports arena and

Incline railways in Canada operated by Niagara Parks Commission: (below) the Maid of the Mist, running May 15 through October 15, and (right) Horseshoe Falls, open April 15 through November 15.

Niagara Parks Commission, Niagara Falls, Ont., Canada

New York's old Penn Station had 14 granite eagles, each 63½" tall, weighing 5,700 lbs. These have been given away. Here is one of the 4 that are now perched on Market Street bridge, Philadelphia, with the Pennsy's 30th Street Station shown in background.
Pennsylvania Railroad photos

a modern 29-story office skyscraper!

Despite the intricacies of building these two structures above ground and remodeling the station below them, trains of the Pennsylvania and Long Island railroads and the subway have run as usual.

Gone are the old folding iron gates to the Pennsylvania tracks. In their place are solid metal doors, painted a gay Pennsy red. Beside these will be placed lighted remote-controlled clocks, indicating when the trains leave.

The ceiling on the Long Island waiting room is being raised and four additional tracks are being reopened. Shops will be remodeled. And Horn & Hardart is spending $1-million for a large new restaurant, not an Automat, reachable off the waiting-room corridors.

The new depot will have at least 80 sets of moving stairs—more escalators in two square blocks than in any other structure on earth! There will be mechanical carts for "redcaps" and plastic seats and train-schedule boards.

Even so, we miss the vaulted splendor of the original Penn Station. Mark Twain once remarked that you needed an Alpine guide to explore it.

(c) When the old terminal was being torn down, the life-size bronze statue was given to Cassatt's alma mater, Rensselaer Polytechnic Institute at Troy, N.Y. Cassatt was president of the Pennsy. Quoting from the inscription on its pedestal, his "foresight, courage, and ability achieved the extension of the Pennsylvania Railroad into New York City." He also obtained for the company a controlling interest in the Long Island Rail Road. The statue was originally dedicated Aug. 1, 1910, four years after his death. At the request of his granddaughter, Mrs. John Thayer, it was recently sent to Troy.

(d) No, his mother. She spent most

The "City of Light" can no longer boast of the grand Penn Station it once had. Glass-roofed train concourse at right, high-roofed waiting room in the center.
Pennsylvania Railroad photo

Stamp reproduction of Mary Cassatt's painting, "The Boating Party," honors mother of A. J. Cassatt, a great Pennsy president. Statue of him (below) stood many years in Penn Station, has been given to Rensselaer Polytechnic Institute, his old alma mater in Troy, N.Y.

of her life in France, living in a 17th-century chateau near Paris, and died 40 years ago. Two biographies of her came out last winter: *Miss Mary Cassatt: Impressions from Pennsylvania,* by Frederick A. Sweet, and *Mary Cassatt,* by Julia M. H. Carson.

5 *When did the old Niagara Gorge Railroad cease operating?*

In 1950. But, in Canada, Niagara Falls Parks Commission operates two incline railways. (See page 28.)

6 *Supply details on Maine Central's Hudson-type locomotives.*

There were two, Nos. 701 and 702, the only 4-6-4's east of Boston, Mass. Baldwin built them in 1930 for heavy passenger runs between Portland and Bangor. Each had 23x28″ cylinders, 73″ driving wheels, 240 pounds of steam pressure per square inch, 28,000 lbs. coal capacity, 10,000 gals. water capacity, and 516,200 lbs. total weight of engine and tender in working order.

According to Harry M. Treat, a retired Maine Central dispatcher, their assignments were principally for 701 to haul the *Kennebec* to Bangor and return with the *Gull.* The 702 would pull the *Gull* to Bangor, and return with the *Kennebec.* Each loco ran about 2,000 miles weekly on these runs.

The 702's top performance came on the night of Aug. 1, 1937, when the *Gull* had 15 cars, including seven sleepers and a heavy private sleeper on the rear. More than 350 persons were aboard, and gross weight of engine and train exceeded 3 million pounds. They rolled into Lewiston about 1:30 a.m.

Standing at Lewiston station platform, an eastbound passenger train was on the curve and a grade of four-fifths percent. In the 1900's, when the heaviest power consisted of 4-6-0's numbered 275 to 289, there was a positive setup for helping eastbound passenger trains of more than nine cars. This procedure required the local switching engine to follow such a train from Auburn and to assist it in starting from Lewiston for several hundred yards.

On this night, after 702 had taken several thousand gallons of water from the standpipe, engineman Daniel E. Cony backed her slightly to "bunch" his 15 cars, which stretched more than 1,000 feet behind him. Then she moved forward, inching the big train from the depot unassisted.

The 702 used 13 minutes to cover the 7.5 miles to Greene, climbing 125 feet, and made Waterville in 47 more minutes. Enroute, 702 and the *Gull* passed the highest point on the MeC system between Portland and Bangor, about two miles east of Readfield.

But the high point of 702's trip with her long train that night was the unassisted start at Lewiston, and the big engine's demonstration of strength.

7 *Do you have the words of a toast, "To My Successor"?*

Yes, but we don't know the author.

Here is a toast I want to drink
To a man I may never know,
The hogger who's going to take my run
When it's time for me to go!
I wonder what kind of man he'll be?
I would like to shake his hand
And say to him, "Good luck, hoghead!"
In a way he'll understand.

8 *What is the difference between a tank and a saddle-tank engine?*

The latter holds water in a tank wrapped over the top of the boiler much like the saddle on a horse. Fuel is generally carried in a bunker or tank on the rear. A tank engine has side tanks alongside the boiler but not over the boiler. Fuel is carried also on the rear of the engine. However, both types may or may not have auxillary tenders to augment the supply of fuel or water or both.

A six-wheeled saddle tank engine is denoted 0-6-0T and a six-wheeled tank engine 0-6-0ST, the ST meaning side tank This general classification is used in America but not on the European continent or in England. Tank engines overseas are far more numerous than the saddle-tank variety. Conventional engines and tank engines in England are, or were on about a 50-50 basis.

9 *I've heard a lot about men "riding the blinds" and "riding the rods," but did women hoboes ever ride freight trains?*

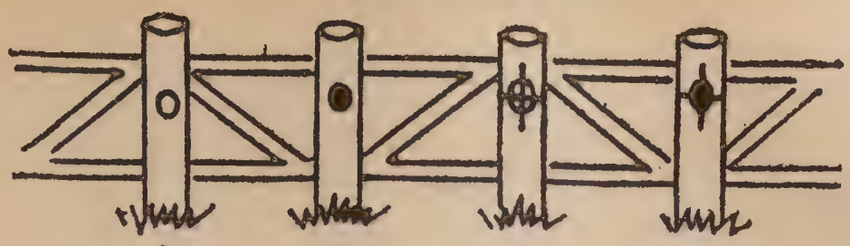
Yes, indeed! According to Sidney Russell of Oklahoma City, a special agent for the Rock Island Lines, many female hoboes and even some children, along with men, stole rides in boxcars during the long Depression of the 1930's. "We'd round 'em up," he says, "and find out how many were going to a certain place. Then we'd herd 'em all in one freight car. Usually a keg of drinking water stood in the corner. But after the Depression, few hoboes bothered the railroads. Hitch-hiking on the highways became a quicker and more practical way of getting where they wanted to go."

Back in 1937 The Macaulay Co. in New York published a 314-page book, *Sister of the Road: The Autobiography of Boxcar Bertha,* as told to Dr. Ben L. Reitman. It is now out of print. The first chapter states:

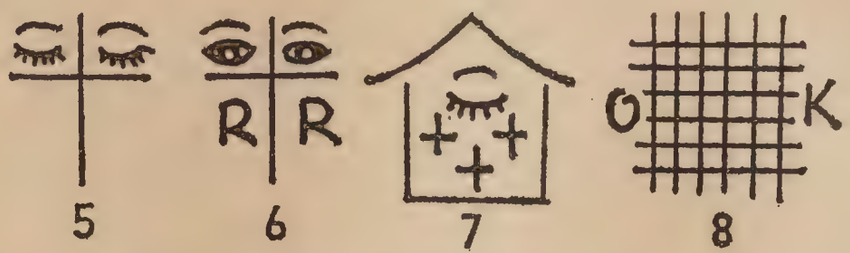
I am 30 years old as I write this, and I have been a hobo for 15 years, a sister of the road, one of the strange and motley sorority which has increased its membership so greatly during the Depression. I have always known strange people, vagrants, hoboes, both males and females. I don't remember when I didn't know about wanderers, prostitutes, revolutionists . . .

The Maine Central had 2 Hudson type locos: Nos. 701 (left), 702 (above). H. Treat, 31 Hutchinson St., S. Portland, Me.

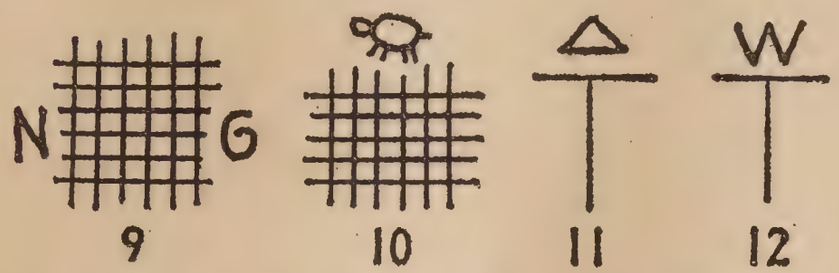
HOBO SIGN LANGUAGE



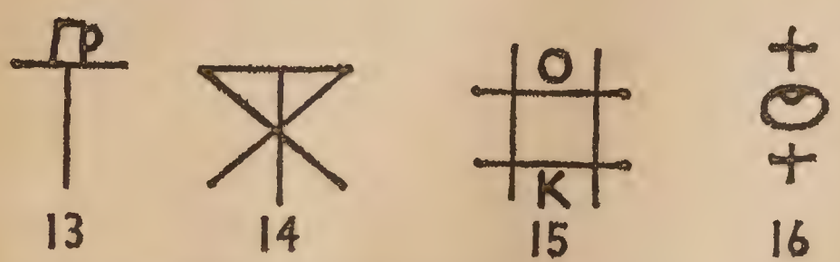
1. Good for a handout. 2. Cranky woman or bad dog. 3. Not generous. 4. Stay away.



5. Police not hostile (note closed eyes). 6. Police hostile (R R stands for railroad police). 7. Jail good for a night's lodging. 8. Jail clean.



9. Jail food no good. 10. Jail unclean (note louse). 11. Jail has rock pile. 12. Jail is a workhouse.



13. Saloons in town (for mooching). 14. Town is hostile. 15. Streets good for begging. 16. Plain-clothes detectives here.

When I was pinched the first time for riding in a boxcar, it didn't seem unusual to me. Many of the men and women I knew had been arrested for the same thing. In my world somebody was always getting arrested. My mother was arrested when I was a baby because she wouldn't marry my father . . . I remember her first when she was cooking in a railroad camp for a section gang not far from Deadwood, South Dakota. The man I called "father" was the foreman of the gang laying the tracks of the Northwestern. I was the oldest of mother's four children. Each of us had a different father . . .

My childhood was completely free and always mixed up with the men and women on the road . . . We were set down on sidetracks in the midst of vast hills and ravines. We used the river for swimming and washing. I learned my first spelling from the names on the boxcars . . . We girls dressed just like the boys, mostly in hand-me-down overalls . . .

Much as I liked our life along the railroad, I don't remember being upset at all or wondering about it when, at the time I was eight, mother left Mike and the box cars and took us to Aberdeen and opened a boarding house. The boarders were mostly railroad men . . . Practically all the hoboes who passed through Aberdeen stopped at our house for a meal and a wash-up . . .

We had a woman hobo now and then, but they were still few enough in those days to cause a little stir, even among the men hoboes. They were almost always alone . . . Most of the girls of my own age seemed rather silly to me then. School didn't matter a great deal, anyway. It seemed ridiculous to study Latin grammar while the whole exciting world was waiting outside . . .

When I was 16 the men began to notice me, and I them. When I had gone swimming naked, or taken sunbaths in a mixed group, occasionally one of the older boys had attempted to touch my body or make remarks about it . . . I had heard so many discussions and read so much about sex, and had become accustomed to nakedness so naturally that I had no curiosity about it. I had often said that I would never marry, and that whenever a lover really wanted me, or I wanted him, I would take him . . . I remembered women whom I had seen getting off freight cars . . .

One of them, Lizzie Davis, said to Bertha: "I've been everywhere, traveled the freights on deck, in the boxcars, rode the baggage, rode in the engine cab and on the cowcatcher. I've beat the passenger trains by telling the conductor I lost my ticket, by hiding in the ladies' toilet, by riding the blinds, and by decking it. I made the *Twentieth Century* right out of the Grand Central depot!"

Such tales gave Bertha a deep sense of wanderlust and prompted her decision to go hoboing with a girl friend named Ena. An oldtimer advised: "The SP is the best road to take, but she's a bitch, sister. The shacks (brakeman) are hostile, and the railroad dicks will glom you sure, unless you are lucky."

Bertha listened intently. She was 17 then and eager to get started. So the two young wayfarers boarded an eastbound freight in the Southern Pacific yards at Los Angeles. "I was wildly happy with life," she wrote, "and in anticipation of the future." Fifteen other hoboes occupied the same empty boxcar that night. Bertha and Ena rode to New Orleans with them under the protection of a man who had said: "All you girls got to do is say I'm your father, and keep your traps closed and your legs crossed."

That started the adventurous and somewhat sordid career of "Boxcar Bertha," a real person. Her book answers the question, Were there any women hoboes?

10 *Please reprint the old poem called "Cinders," by Paul Steele.*

Here it is, all eight lines of it.

D&RGW main-line spur is still using three-way switch at 21st Street, Colorado City, just outside of Colorado Springs.
Jim C. Seacrest, 2101 Birchwood Rr., North Platte, Neb. 69101

On through the star-strewn night
The Limited thunders by,
Under the moon that is round and white
In the bowl of brooding sky.
Belching, the stack casts forth
Lava of life and power,
As the iron horse is rumbling north
And the eyes of tail-lights glower.

11 *On a recent tour I noticed that all porters on British Railways wore red ties—why?*

For the same reason that American railroad porters wear peaked red caps (and are called "redcaps"). The color is an official and functional part of the British passenger porter's new uniform. Travelers must be able to identify him easily from other uniformed staff. So he wears a red-braided cap and cuffs, red badge, and red-striped uniform sleeves. In foul weather a raincoat may hide some of these trappings, hence the red tie for quick recognition.

The British practice dates back to 1852, when engine drivers were wearing red bandanas to keep soot and cinders from going down their backs. A London & South Western superintendent issued red neckerchiefs or neckties to station workers and certain other employes so they could be taken off and waved to stop trains if necessary. We doubt that any porter has flagged a train with a necktie, but strange things happen in railroading.

12 *About 35 years ago the engine of a Santa Fe train barreling through Fontana, Calif., threw a rod, which went through and damaged the station but injured nobody. Why wasn't she derailed and strewn over the landscape?*

We asked Bill Pennington, Western Pacific engineer, P.O. Box 478, Portola, Calif., who replies: "I don't know whether or not that story is true, but it could be. All side and main rods are suspended on the outside of the drivers and held in place by pins. Should a side-rod pin break, the other rods could hold things together long enough to stop the train. If the pin happens to be on the butt end of a side rod or the wrist pin of the main rod, or if the rod itself breaks, nothing could keep the detached parts from flying around.

"In such a case the rod would probably tear up the side of the engine, at the very least. It might also become detached entirely and fly through the air at high velocity, with a serious effect on anything in its path. If so, there would be a better chance of stopping a train.

"At about the time of the Santa Fe accident a peculiar mishap occurred on the SP's Salt Lake Division. An eastbound passenger engineer noticed that his engine seemed to be riding too hard. After stopping the train, he inspected the running gear and discovered that the entire tire of one driver was missing. Later, section men located it some distance from the right-of-way, but a 14-inch segment of it was never found."

13 *I know very little railroad lingo. Please define:* (a) *dog catcher,* (b) *Dolly bar,* (c) *mule,* (d) *rabbit,* (e) *gin pole.* (f) *bird cage, and* (g) *peddler.*

(a) Crew sent to relieve a crew which is "outlawed," i.e. has worked up to the limit of the 16-hour law. (b) Tool used to hold a rivet in place while the opposite end is being hammered to form the second head. (c) Car-pusher run by cable on narrow-gage track, between standard-gage track, to lift cars up an incline before unloading at a dumper. This one was also called a Barney. (d) Derail, a device for preventing serious wrecks by sidetracking runaway trains, cars, or locomotives on a down grade. (e) Guyed pole, nearly vertical, equipped with block and tackle for lifting loads on structural jobs. (f) Brakeman's or switchman's lantern. (g) Local way-freight train.

14 *I'd like to get any poem at all about a railroad restaurant.*

Here is "Hash House," written long ago by Miss Bessie Bardsley, who was a Harvey House waitress.

Take me 'way back to Nevada, where beside the gleaming track
Standing just next to the switch-stand is the railroad eating shack,
Where the foothills cut the sky-line on the west and on the east,
Where the sunset's gorgeous rainbow gives the eyes an evening feast,
While trailing down the canyons comes a sneaking little breeze
That cools your heated blood and brain and makes your fingers freeze.

Take me back to where the porter, "Hash-house Willie," beats the gong,
While the train stops and the tourists rush inside, a hungry throng.
I wouldn't mind the daily kicks 'bout the price of apple pie
Or "Beans fifteen cents and coffee ten! It's robbery!" they cry.
"What state is this Nevada in?" I can hear someone ask,
And, "How soon do you think you'll own this joint? How long do you think you'll last?"

Take me back to where the best double-discounts the worst,
Where the West is wild and woolly, as it used to be at first,
'Mid the sagebrush in Nevada where the foothills guard the track,
Where the Indian builds his wigwam near the railroad eating shack.

Running Extra

"I am thankful for the 50-odd readers who answered my Pacific Coast Railroad query in your magazine," enthuses A.S. Bernoudy, Jr., 3201 Colorado Ave., Kenner La. 70062. "Your department gets results. Now I am asking for Wells Fargo info. and pix."

Listen to Oscar Harp, 314 W. 18th St., Merced, Calif.: "Years ago when I lived near South Superior, Wis., I saw some big Mallets on the Great Northern. One had her smokestack in the center instead of at the front. I was told that a GN hogger had talked them into designing her that way to get a better draft for the firebox. Can some oldtimer supply facts?" (Idea was used first by Chas. Petiet in France on 0-6-6-0T loco, later on other types. Another design, with the stack at the rear, was created and used in Italy.)

"Bird cage" is rail lingo for trainman's lantern, such as this one 100 years old, used in a motion picture.
20th Century-Fox photo

Waycar of old Grasse River Railroad.
Photo by C. Wilson Norwood, 4 Lincoln Terrace, Caldwell, N.J.

Information on the train wrecks at Canaan, N.H., on Sept. 15, 1907, and at Onawa, Maine, on Dec. 20, 1919, are wanted by C.J. Keller, BMC, 235-15-75, NAG, Box 1, APO, San Francisco 96214.

"What kind of oil was used in railroad lanterns at the turn of the century?" asks Charles Mason, 2352 Pearson Ave., Whittier, Calif.

Words of an old railroad poem, "Sunny Jim," are wanted by Mrs. Rose Brewer, 2423 32nd St., Washington, D.C. 20020.

"On what dates did LS&MS (New York Central) accommodation train 611 and 612 (No. 614 on Saturdays) make its first and last runs?" inquires O.W. Schaefer, 1370 N. Ridge Rd., Painesville, Ohio 44077.

Bernard Wright, 105 Chesterfield Ave., Ettrick, Va., seeks info. on a Chesapeake & Ohio tunnel cave-in at Richmond in 1925.

History of Grasse River Railroad in northern New York State is wanted by Peter Goetz, 111 Riverview Parkway S., Rome, N.Y. 13440.

Brief account of Boston & Maine's old Lake Shore branch is sought by Ralph Sanford, 524 East St., East Weymouth, Mass.

A reader whose address we do not have told about a washout on the SP at Caliente, Calif., in our Dec. '66 issue, but didn't say when. Who can supply info. to C. Wedel, Lindsay, Calif.?

The following capsule histories are supplied by Hugh F. Stephens, 178 Roseland Ave., Caldwell, N.J. 07006, in answer to readers' requests: The New York, Brooklyn & Manhattan

Beach Ry. started around 1885, ran between Manhattan Beach and East New York and Bay Ridge, 16.58 miles, and was operated by the Long Island Rail Road, which absorbed it June 1, 1925.

The Cumberland & Pennsylvania was incorporated in 1853, completed in 1858, extending between Cumberland, Md., and Piedmont, W. Va., 48.38 miles. Consolidation Coal Co. controlled it through stock ownership.

The Rome & Clinton in upstate New York extended 12.79 miles between Rome and Clinton. Incorporated in 1869, it was leased to the Delaware & Hudson, which sublet it to the New York, Ontario & Western. The "Old & Weary" operated and maintained the line, took care of its taxes, and paid an annual rental of $83,875 to the D&H. However, the D&H paid only $22,375 rental to the owners, thus making a nice profit on the deal. The R&C was abandoned with the NYO&W.

The New York & Pennsylvania, incorporated May 11, 1904, was a merger of the NY&P, the Sharon & Ceres, and the Sharon & Ceres Terminal, extending between Canisteo and Ceres, N.Y., a total of 56.13 miles.

Information on the *North Star Limited* is wanted by David F. Brehmer, 129 South St., Belleville, Michigan 48111. (M&StL train, inaugurated in 1928, overnight, Minneapolis to St. Louis, was turned over to the Wabash at Albia, Iowa, for remainder of the trip to St. Louis.)

Facts about the Northern Central Railroad in Pennsylvania are desired by Herbert Willis, Allen, Cumberland County, Pa., who has lived many years near that line.

Answering out question about the first gravity or hump yard, E. Harper Charlton quotes Robert S. Henry's book *This Fascinating Railroad Business,* as locating it at Greensburg, Pa., in 1882. Mr. Charlton thinks the very first one was in Hamm, Germany, but has no data to prove it. We have put the question up to a well-informed overseas reader, Joachim Lehnert, Bauingenieur, 89 Augsburg, Werdenfelserstrasse 24½, Germany, and will report his answer.

"I have several photos of Rouge River Valley Railway, including one of a motorized railcar, and I need a brief history of the line," writes Gene Hull, 203 E. 16th St., North Little Rock, Ark. 72114. Who can help him?

"Where can I get a book of railroad songs and poems?" asks Mrs. Mary Cook, Littlefork, Minn. 56653. The late Harry K. McClintock ("Haywire Mac") compiled such a book many years ago; it is now out of print. Try Grahame Hardy, the nation's foremost dealer in railroadiana, Box 622, Carson City, Nevada 89701.

"I am writing a Western Pacific history," says Virgil C. Staff, 1700 Sonoma Ave., Berkeley, Calif. 94707, "and want to hear from all who have interesting WP stories to tell or who possess interesting published material relating to that road."* (Best source that we know of are the many fact articles and true tales written by the late Peter Josserand, WP chief dispatcher, in this magazine.)

Item about Al Capone's train ride to prison (Nov. '66 issue) prompted a query, "Is it true that the Southern Pacific laid a track into the Federal pen to which Capone was sent?" No. He went to Alcatraz, a rocky island out in San Francisco Bay.

Jeff Sanders (no address given) wants details on Wabash wreck of Oct. 2, 1964, south of Decatur, Ill., involving engine 461 and taking the life of a crew man. ●

Sante Fe Railway photograph

Santa Fe's mobile Travelift crane, located in Hobart yards, Los Angeles, can straddle a forty-ton trailer on a flatcar and set it off or on in a few minutes.

West River Memories

One of the final links with Vermont's former West River Railroad disappeared with the recent death of Norman L. Hunt, its last regular steam engineer. Hunt worked for years on the Central Vermont, which operated the former three-foot-gage Brattleboro & Whitehall line, 36 miles between Brattleboro and South Londonderry, Vt. Later he ran a garage and machine shop in South Londonderry within site of the old enginehouse and station. The station building is now a grocery store.

Hunt liked to swap reminiscences of bygone days. He was full of stories about the locomotives, snowplows, and train service of the beleagured West River. In 1927 a flood swept away much track and many bridges, but with state aid the entire railroad was rebuilt and given its own steam locomotive, No. 1, a handsome 2-8-0.

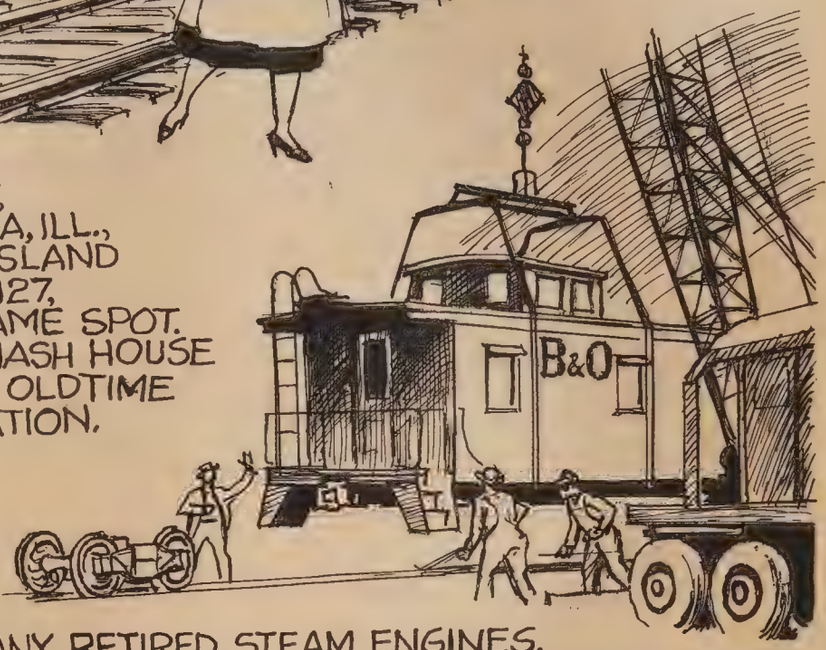
Hunt recalled the day he was hired by James G. Ashley, operator of the line, to convey an engine and several cars acquired from the recently-abandoned Woodstock line. The engine was a Manchester 2-6-0, originally used on the Bangor & Aroostook. Hunt said the trip from White River Jct. down to Brattleboro was fast, perhaps the last successful run the engine ever made. A few days later she was derailed on the West River at a curve near Jamaica. Flanges on all six drivers prevented the Mogul from negotiating the rough trackwork. Ashley and Hunt decided she was too heavy for West River purposes and could cause much damage to the track, so she was eventually scrapped.

What may have been the last remaining car from the old narrow-gage—a half-section of an ancient baggage car was partly destroyed by fire two years ago. Some of its metal work was saved and may be displayed at the Pine Creek Railroad in Allaire Park, N.J., one of the country's foremost narrow-gage museums. A history of the West River line can be found in *36 Miles of Trouble,* a $1.50 paperbacked book by Victor Morse (Stephen Greene Press, 120 Main St., Brattleboro, Vt. 05301). *—Edgar T. Mead, Jr.*

ALONG THE IRON PIKE

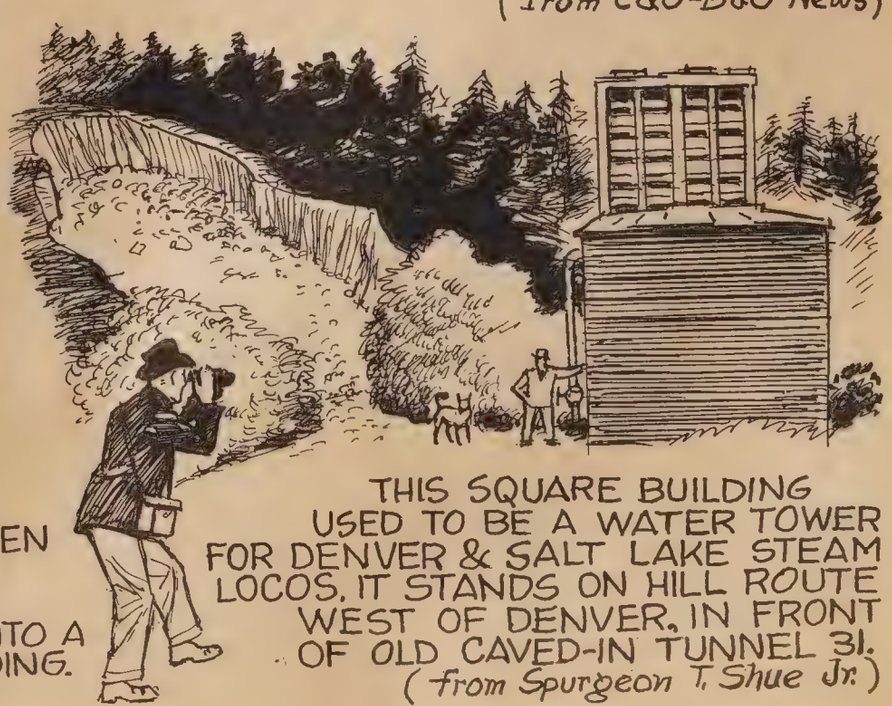
by Joe Easley

PRESENT-DAY RESTAURANT, VONACHEN'S JCT., NEAR PEORIA, ILL., IS EXACT REPLICA OF ROCK ISLAND DEPOT TORN DOWN IN 1927, STANDING ON SAME SPOT. INSIDE, TOO, THE HASH HOUSE RESEMBLES AN OLDTIME RAILROAD STATION.



MANY RETIRED STEAM ENGINES, BUT FEW CABOOSES, ARE ON DISPLAY. THIS WAYCAR IS BEING SET UP AT IT'S FINAL HOME, CONSTITUTION PARK, CUMBERLAND, MD. (from C&O-B&O News)

30-FOOT TRACK PANELS, PREFABRICATED AT LIBERAL, KANSAS, ARE USED TO LENGTHEN SIDINGS ON ROCK ISLAND'S MISSOURI-KANSAS DIVISION. WE SEE ONE BEING LOADED ONTO A GONDOLA FOR SHIPMENT TO SIDING. (from CRI&P photo by Ed Wojtas)



THIS SQUARE BUILDING USED TO BE A WATER TOWER FOR DENVER & SALT LAKE STEAM LOCOS. IT STANDS ON HILL ROUTE WEST OF DENVER, IN FRONT OF OLD CAVED-IN TUNNEL 31. (from Spurgeon T. Shue Jr.)

E. Harper Charlton (left) met Steve Maguire in New Orleans five years ago beside a rail-grinder car of the 1900 era.
Wilbur T. Golson, 5465 Washington Ave., Baton Rouge, La. 70806

Interesting Railfans No. 52

E. HARPER CHARLTON

by Freeman Hubbard

SAYS David P. Morgan of *Trains* magazine: "E. Harper Charlton is an editor's delight. Any day we get a letter from him is a capital day indeed. Harper is authoritative, stimulating, and above all, literate. If something isn't right he says so. It upsets him for us to use the term 'automatic stoker' when we mean 'mechanical stoker.' Heaven only knows what the state of railroad publishing would be if editors didn't have men like Harper around to keep them on their toes."

The staff of *Railroad Magazine*, which E.H.C. began reading in 1907, echoes these sentiments. His letters have often set us straight. Harper regards himself as a student of rail traction, especially electric and steam, but not as a fan. We consider him a historian. Besides writing articles for magazines and R&LHS *Bulletin 107*, he has authored the following paperbacked books: *Street Railways of New Orleans* (1831-1955); *Railway Carbuilders of the U.S. and Canada* (1829-1957); *Louisiana* (co-authored by Lewis C. Hennick), Vol. I, *Its Street and Interurban Railways*, and Vol. II, *Streetcars of New Orleans*; and recently *Articulated Cars in North America* (reviewed by Steve Maguire in our current issue).

Harper is now preparing a new book to be called *Electric Traction Trucks*, covering their identification, history, and so on. He is a competent researcher, querying representatives of big and small companies for data and following it up until he gets it; but, unlike most authors, he does not use a typewriter.

"As a researcher myself, I have great admiration for the work he has done," writes John T. Labbe of Portland, Oregon. "He is careful and thorough, with a knowledge of electric railway cars that relatively few persons can match. An evening of discussions in his home is memorable. Charlton bubbles over with excitement, supplying facts and figures faster than you can digest them. The sources for his statements flow from his files and pile up around you. Any challenge to his facts gets a quick rise out of him. You'd better be prepared to defend your claims. But he is equally quick to accept corrections, once he is convinced of their accuracy.

"He has a horror of seeing errors printed in articles that some day future researchers might rely upon. His natural tendency is to send a letter to the author or editor offering corrections and additional information. For those of us who are fortunate enough to be his friends, a letter from Charlton can be a treasure. I find it hard to resist adding a few barbs, just to set him off."

In 1959, John Labbe and a few other fellows got together to build a steam locomotive for the Portland Zoo Railway: a 4-4-0 developed from prints of the old Virginia & Truckee *Reno*, reduced in size and weight for use on 30"-gage track.

"During construction," John recalls, "we took numerous photographs. One photo of a truck was taken in such a way that nothing in the background gave a clue to its size or origin. On an impulse, I mailed a print to Charlton. As railroad car trucks are one of his specialties, I thought this one might trap him."

But Harper, who lives at 4503 Claycutt Road, Baton Rouge, La. 70806, was not fooled. In reply he traced the basic origin of the truck back to the

1850's and went on: "Although this specific design is old, the truck itself is of recent fabrication. The deep wheel flange impresses me. Whoever designed this job was taking no chances. It would be excellent for some 5/8 scale amusement-park railway. Whatever the application, it should really hold the rails."

Yes, he is hard to fool. Incidentally, the little steamer is still at work in the Portland Zoo, on 4½ percent grades and 70-foot radius curves, and her flanges remain in good shape.

Elbridge Harper Charlton, to give his full name, comes from fine old Southern stock. He was born April 16, 1894, in New Orleans of a Kentucky-born mother and a Virginian father. Ever since February, 1909, shortly after his mother died, Harper has been supporting himself. As a fiddler he played his first dance at a firemen's ball. For about 30 years, until his hearing got bad, he was a professional musician. At various periods of his life he worked as a violinist and an orchestra conductor, on the vaudeville stage and in theatrical musical productions. He also worked in movie studios, including Walt Disney's, and even in symphony orchestras and opera.

Although he has no college degree, he held a faculty position for 7 years at Louisiana State University. He went to France with the American Expeditionary Force in World War I and much later spent 17 years as an expeditor with a spring and bumper company, retiring in 1959. Harper married twice, the first union resulting in a son named Elbridge and a divorce. His second wife, Anna, died a year ago; he still feels the loss keenly.

George W. Hilton, an author and professor of economics at the University of California, Los Angeles writes: "Mr. Charlton took advantage of the nomadism in his career as a professional musician to observe streetcar lines throughout the country. He has a vast amount of information and is an excellent correspondent. One day at his home I managed to separate foreign cable-car lines from funiculars, thanks to his index—something I'd been hard-pressed to do in academic libraries."

This index consists of 15 loose-leaf volumes, 8½x11", excluding carbuilders. His classification of steam locomotive wheels, based on the Whyte system, shows 101 actual wheel arrangements, with a total of 119 including tank devi

ations. Harper's files and his personal knowledge are known so widely that he has had requests for data from officials of the Smithsonian Institution, the Cotton Belt Route, *Modern Tramways* (a British magazine), and General Motors, Electro Motive Division, as well as a great many authors, journalists, railfans, teachers, and so on.

A writer-publisher who doesn't want his name mentioned offers these comments: "Harper has never been on the lunatic fringe, meaning those who concentrate on such petty subjects as to whether or not one streetcar had a slightly brighter headlight than another in the same series, or several cars with wider-than-average letterboards over the front windows. But he does have an eye for technical details, is a leading authority on car trucks, and is much interested in motors, controllers, etc.

"Although he knows a lot about trucks, including some forgotten types of long ago, and is aware of the small differences between trucks of the same general design, he has never had actual experience in maintaining them. For this reason, E.H.C. is occasionally led astray. For example, he is prejudiced against trucks of maximum traction. But he knows more about railroad car trucks than anyone else of my acquaintance. He can tell you about trucks I've never seen, and he has the answers down pat."

Harold E. Cox of Forty Fort, Pa., describes E. Harper Charlton as "a man of considerable intelligence and perception," adding: "He has about the same precise bent of mind for detail which I like to think that I have, and the same desire to get his facts straight. However, he has little patience with superficial railfans and is waging a sort of personal war with the Brill Company, which he considers grossly over-rated. This grudge sometimes colors his writing and impairs his objectivity."

Quoting George Hilton again: "Charlton leads a rather lonely life in Baton Rouge, a city he doesn't care much for. He is quite deaf, which limits his social life, but is a good demonstration of how helpful an avocation can be in a man's later years."

And that's about all we know of E.H.C. In reply to personal questions he tells us: "I have no trouble in putting down on paper anything connected with rail transport, but I feel too self-conscious to write much about myself. Furthermore, my health is not good and I have been under an emotional strain since my dear wife's death."

Oh, yes, we nearly forgot: most of the subjects in our *Interesting Railfans* series are non-smokers, but E. Harper Charlton, as an inveterate cigar smoker, is an exception. He adds this final note: "If history is worth recording, efforts should be made to record it properly, in sequence, and in terminology." That, we think, characterizes Harper himself. ●

Photograph by Wilbur T. Golson

Famed in Tennessee Williams play (and movie) as *The Streetcar Named Desire*, New Orleans Public Service car 453, a Brill semi-convertible built in 1906 by American Car Co., was retired in 1935, saved from scrapping for use as motorman trainer car, and put on display by Louisiana State Tourist Commission.

DIESEL LOCOMOTIVE WHEEL ARRANGEMENTS

by Sy Reich

The Century: one of Alco Products' new models for fast freight, No. 415 (shown here), went on a cross-country demonstration tour; five more of them were delivered to the Rock Island. Each has 1,500 hp, weighs 120 tons, with four motors. Another new Century is the 430, a 3,000-hp four-motor, four-axle loco; the first two 430's are operating on the Reading.

IN ANSWER to many requests from readers, the wheel arrangements of diesel locomotives are follows:

B-B, two trucks connected to the body with center pins, each truck having two axles, both driven by traction motors.

C-C, two trucks connected to the body with center pins, each truck having three axles, all driven by traction motors.

A1A-A1A, two trucks connected to the body with center pins, each truck having three axles, with only the two outside axles driven by traction motors.

D-D, two trucks connected to the body with center pins, each truck having four axles, all driven by traction motors.

(B-B)x(B-B) two units, each with a B-B wheel arrangement, connected to each other by drawbars.

(B-B)x(B-B)x(B-B), three units, each with a B-B wheel arrangement, connected with drawbars.

This history of model designations for locomotives of the Electro Motive Division of General Motors is quite interesting. When production was started at La Grange, Illinois, the following code became effective:

The first letter of the model designation stood for horsepower, S for *s*ix hundred, N for *n*ine hundred, and E for *e*ighteen hundred. (Note the italicized initial letters.) The second letter stood for locomotive type: A for cab units or A units, B for *b*ooster units or B units, W for switchers with *w*elded underframes, and C for switchers with *c*ast-steel underframes.

Thus the first line of Electro Motive Corp. locomotives included the SW, a 600-hp switcher with welded underframe; the SC, a 600-hp switcher with cast underframe; the NW, a 900-hp switcher with welded underframe; the NC, a 900-hp switcher with cast underframe; the EA, an 1800-hp cab passenger unit; and the EB, an 1800-hp booster passenger unit.

Later modifications in design changed the model designation by adding a suffix number. Thus passenger units following the EA and EB models became EA1's, EA2's, EB1's, and EB2's, while newer switcher models were NC1's, NC2's, and NW1's, in accordance with the above-stated rules.

EMD introduced a 1200-hp passenger A unit for the *Rocket* trains of the Chicago, Rock Island & Pacific. These became model TA for 1200 hp.

With substitution of the 567 for the 201 model diesel engine, horsepower ratings were increased. The 900-hp units became 1000 hp, the 1800-hp units 200 hp. Obviously, the system specifying a model's horsepower by its first letter had to be abandoned. Both 1000 and 2000 hp started with T, which the 1200-hp TA's already had pre-empted. So it was decided to retain E for passenger units, though no longer of 1800 hp, and S for 600-hp switchers (rating unchanged), and N for 1000-hp switchers. All new models, though, would get a functional, instead of hp, designation.

Subsequently, passenger units designated EA3, EB3, EA4, EB4, EA5, EB5, EA6, EB6, EA7, and EB7 were brought out at 2000 hp. In the new E8A and E8B series, horsepower rose to 2250, with A and B suffixed to the model number. Earlier E units were identified the same way through usage, since it was consistent with the F unit designations. Thus E4A, E5A, etc., became the designations for EA4's and EA5's. Models E9A and E9B, the culmination of the passenger series, had 2400 hp.

Later switchers were known as SW1, NW2, NW3, NW4, and NW5. The NW2, NW4, and NW5 were 1000 hp. The NW3, NW4, and NW5 sported road-type trucks; some even had steam generators, thus classifying them as true road switchers. But EMD appears to have shunned the term *road switcher,* since Alco had originated it and was using it in their model designation and promotion. Coincidentally, the suffix C was dropped because no more units with cast-steel underframes were built.

When the 1200-hp switcher replaced the 1000-hp NW2 as the standard horsepower EMD unit, the switcher model designation was changed from hp to functional. Thus SW now stood for *s*witcher—not for *s*ix *h*undred hp, *w*elded. The first 1200-hp switchers were SW7's, the 7 being derived from the then-current series of diesels headlined by the E7.

For the SW8, an 800-hp diesel, the 8 came from the numeral in E8, the then-current diesel series. The revised design of the 1200-hp switcher became the SW9, the first of the diesel series 9, pre-dating by nearly three years the E9, F9, and GP9 series. The new switcher design which appeared after the E9, F9, and GP9 series was designated by horsepower.

This started the practice which lasted until the introduction of GP30's. The SW600 replaced the older 600-hp SW1 (built between 1939 and '53); the 900-hp SW900 supplanted the 800-hp SW8, and the 1200-hp SW1200 took the place of the SW9. The switcher model is the only one which still retains the hp base

designation. For example, SW1500's are now being built. The first new type diesels to be named functionally were the *t*ransfer units, series TR, including TR1, TR2, TR3, TR4, TR5, and TR6.

Then came the freight cab and booster units. The *f*reigh*t* units became FT, later shortened to F. After it had become apparent that the labor unions would not require the railroads to keep the cab and booster coupled permanently, the suffixes A and B were added to denote cab and booster units. Thus FTA and FTB (which were considered F1) were followed by F2A, F2B, F3A and F3B. With the presentation of the standard diesel series 7, named for the then-current E7's, the F7A and F7B were introduced.

An F5A and F5B model existed unofficially between the F3 and F7 series. Essentially it was an F7 with F3 electrical equipment, delivered before F7 equipment was on the market. The series 9 diesels, named for the SW9 (and E9) required the production of F9A's and F9B's. A special model, FL9A, with L standing for e*l*ectric, was built to run on third-rail electrification. Another special, FP's, as in FP7A and FP9A, were *f*reight-*p*assenger units of freight design but with extra room for train-heating facilities.

For combination switching and road service, as well as commuter-type operations, Alco's road switchers commanded the market. EMD's answer was the *b*ranch-*l*ine series, models BL1 and BL2. Not overwhelmingly successful, they were followed by the General Motors version of the road switcher—which, of course, wasn't called a road switcher but a *g*eneral *p*urpose unit, or GP (often referred to as a geep). The GP was introduced during production of the standard unit series 7, so it became GP7.

Following this was the GP9 for series 9 diesels. With the use of hp designation for models, the next geeps were the GP18 for 1800 hp and GP20 for 2000 hp. After that began the period of free-for-all or one-up-man-ship. The next model geep had 2250 hp but was called the GP30 because it had 30 important improvements. Then came the 2500-hp GP35 and the 3000-hp GP40. Later, perhaps, when someone gets the nerve, there may be a 3600-hp GP45. This seems to be the era of fives. GP28's, another 1800-hp unit, are 2nd GP18's.

A requirement for units with high starting tractive effort and light axle loadings resulted in the building of road switchers with C-C wheel arrangements. These were called SD for *s*pecial *d*uty. They followed the GP model designations, with SD7, SD9, SD24, SD18, SD24, SD35, SD40, and SD45 units.

Although cabless road switchers were built in the GP7 and GP9 series, the maximum in a cabless road switcher was the two-engined DD series. DD came from the wheel arrangement, D-D. Thus far DD35 and DD40's have been offered.

A few other odd but meaningful model designations have been used. DH1 and DH2 were *d*iesel *h*ydraulics. MRS1 was a *m*ilitary *r*oad *s*witcher. LWT12 was a *l*ight*weigh*t A unit for the *Talgo* and *Aero* trains. Among the meaningless ones were model 40, the G series export units; the model T transfer unit (which pre-dated the hp and functional designations); and the models A, AA, AB, etc., special passenger units built for the early lightweight trains. These are merely letters. ●

Sole motive power of the Tucson, Cornelia & Gila Bend Railroad is this EMD diesel, No. 52, shown arriving at Gila, Arizona (actually Gila Bend), junction point with the Southern Pacific Lines.

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West Wind Productions
P.O. Box 325, Ajo, Arizona

SHORTLINES OF ARIZONA

Present-day locomotive roster compiled by Sy Reich

Apache Railway

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
100	1000	FM	ALT 100.6A	B-B	72,000	240,000	1947	
200	1000	FM	ALT 100.6A	B-B	72,000	240,000	1948	
600	1200	BLHW	S-12	B-B	34,000	240,000	1952	1
700, 800, 900	1800	Alco Pr.	RS-11	B-B	72,000	260,000	1962	

Magma Arizona Railroad

5	———	Alco	———	2-8-0	42,900	199,000	1922	3
6	———	Baldwin	———	2-6-0	33,607	151,500	1917	2
7	———	Baldwin	———	2-8-2	33,400	175,400	1917	4

San Manuel Arizona Railroad

1-2	1600	Alco	RS-3	B-B	53,000	260,000	1954-5	

Tucson, Cornelia & Gila Bend Railroad

52	1000	GM-EMD	NW2	B-B	?	?	1947	5

Notes on Arizona Roster

These rosters were based on data from Apache's diesel shop foreman, MA's officers, and SMA's president, and are accurate as of the fourth quarter, 1966. For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in the Official Guide or the Pocket List of Railway Officials, or both, which has a route mileage less than 400.

Locomotive builders: FM, Fairbanks-Morse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco Pr., Alco Products; GM-EMD, Gen. Motors, Electro Motive Div.

(1) Apache 600 was sold to Southwest Forest Industries.

(2) MA 6 has 21x26" cylinders, 59" drivers and boiler pressure of 200 pounds per square inch, and was originally Arizona & New Mexico 26.

(3) MA 5 has 22x28" cylinders, 51" drivers and 190 psi boiler pressure.

(4) MA 7 has 21x26" cylinders, 54" drivers, and 185 psi boiler pressure, and was originally Tremont & Gulf 30.

(5) Phelps-Dodge owns TC&GB 52. ●

Denver & Rio Grande Western Railroad

Present-day locomotive roster compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
———	25	———	D&RGW	———	B-B	47,200	241,000	1953	1
DE B-B 26	38-43	380	GE	44-ton	B-B	26,400	89,000	1941-2	2
DE B-B 60	66	660	Baldwin	VO 660	B-B	59,700	198,500	1941	
DE B-B 60	67-74	660	Baldwin	VO 660	B-B	59,700	198,500	1941	1
DE B-B 61	100	1000	GM-EMD	NW2	B-B	61,390	248,880	1941	
DE B-B 69	101-104	1000	Alco-GE	S2	B-B	69,000	230,000	1941	3
DE B-B 69	105-114	1000	Alco-GE	S2	B-B	69,000	230,000	1943	3
DE B-B 69	115-119	1000	Alco-GE	S2	B-B	69,000	230,000	1944	3
DE B-B 72	120-123	1000	FM	ALT 100.6A	B-B	72,286	240,955	1948	
DE B-B 61	130-139	1200	GM-EMD	SW1200	B-B	60,584	246,572	1965	
DE B-B 72	150-152	1500	FM	ALT 200.2A	B-B	72,270	240,900	1948	
DE B-B 62	3001-3028	2250	GM-EMD	GP30	B-B	61,735	257,500	1961-2	5
DE B-B 62	3029-3038	2500	GM-EMD	GP35	B-B	62,254	260,474	1964	5, 6, 8, 9, 10
DE B-B 62	3039-3050	2500	GM-EMD	GP35	B-B	62,078	259,789	1965	5, 6, 8, 9, 10
DE B-B 66	3051-3063	3000	GM-EMD	GP-40	B-B	65,700	278,000	1966	
DH C-C 104	4001-4003	4000	KM	ML-4	C-C	104,100	330,290	1961	4
DE B-B 60	5100-5103	1500	GM-EMD	GP7	B-B	60,198	245,960	1950	
DE B-B 60	5104-5113	1500	GM-EMD	GP7	B-B	59,919	244,834	1952	
DE B-B 60	5200-5204	1600	Alco-GE	RS-3	B-B	60,198	248,000	1951	
DE C-C 89	5300-5304	1500	GM-EMD	SD7	C-C	89,294	368,300	1953	
DE C-C 89	5305-5314	1750	GM-EMD	SD9	C-C	88,844	367,020	1957	
DE B-B 60	5401, 5404, 5411, 5414, 5421, 5424	1350	GM-EMD	FTA	B-B	59,745	244,313	1942	5
DE B-B 60	5402, 5403, 5412, 5413, 5422, 5423	1350	GM-EMD	FTB	B-B	59,745	244,313	1942	5
DE B-B 60	5431, 5434, 5441, 5444, 5451, 5454, 5461, 5464, 5471, 5474, 5481, 5484	1350		FTA	B-B	59,745	244,313	1943-4	5
DE B-B 60	5432, 5433, 5442, 5443, 5452, 5453, 5462, 5463, 5472, 5473, 5482, 5483	1350	GM-EMD	FTB	B-B	59,745	244,313	1943-4	5
DE B-B 60	5491, 5494, 5501, 5504, 5511, 5514	1350	GM-EMD	FTA	B-B	59,745	244,313	1944	5
DE B-B 60	5492, 5493, 5502, 5503, 5512, 5513	1350		FTB	B-B	59,745	244,313	1944	5
DE B-B 58	5521, 5524, 5531, 5534, 5541, 5544	1500	GM-EMD	F3A	B-B	58,089	241,235	1946	6
DE B-B 58	5522, 5523, 5532, 5533, 5542, 5543	1500	GM-EMD	F3B	B-B	58,089	241,235	1946	6
DE B-B 59	5551, 5554, 5561, 5564	1500	GM-EMD	F7A	B-B	58,838	244,240	1948-9	7
DE B-B 59	5552, 5553, 5562, 5563	1500	GM-EMD	F7B	B-B	58,838	244,240	1948-9	7
DE B-B 59	5571, 5574	1500	GM-EMD	F7A	B-B	58,838	244,240	1949	7
DE B-B 59	5572, 5573	1500	GM-EMD	F7B	B-B	58,838	244,240	1949	7
DE B-B 60	5581, 5584	1500	GM-EMD	F7A	B-B	60,360	249,475	1949	7
DE B-B 60	5582, 5583	1500	GM-EMD	F7B	B-B	60,360	249,475	1949	7
DE B-B 60	5591, 5594, 5601, 5604, 5611, 5614, 5621, 5624, 5631, 5634, 5641, 5644	1500	GM-EMD	F7A	B-B	60,285	246,463	1949	7
DE B-B 60	5592, 5593, 5602, 5603, 5612, 5613, 5622, 5623, 5632, 5633, 5642, 5643	1500	GM-EMD	F7B	B-B	60,285	246,463	1949	7
DE B-B 59	5651, 5654, 5661, 5664, 5671, 5674, 5681, 5684, 5691, 5694	1500	GM-EMD	F7A	B-B	59,408	243,415	1950	8
DE B-B 59	5652, 5653, 5662, 5663, 5672, 5673, 5682, 5683, 5692, 5693	1500	GM-EMD	F7B	B-B	59,408	243,415	1950	8
DE B-B 60	5701, 5704, 5711, 5714, 5721, 5724, 5731, 5734, 5741, 5744, 5751, 5754, 5761, 5764	1500	GM-EMD	F7A	B-B	59,555	244,013	1952	9
DE B-B 60	5702, 5703, 5712, 5713, 5722, 5723, 5732, 5733, 5742, 5743, 5752, 5762(1st)	1500	GM-EMD	F7B	B-B	59,555	244,013	1952	9
DE B-B 59	5753(1st), 5763	1750	GM-EMD	F9B	B-B	59,120	247,390	1955	9
DE B-B 60	5771, 5774	1750	GM-EMD	F9A	B-B	59,573	247,705	1955	10
DE B-B 60	5772, 5773	1750	GM-EMD	F9B	B-B	59,573	247,705	1955	10
DE B-B 60	5901-5904, 5911-5914, 5921-5924	1750	GM-EMD	GP9	B-B	60,019	245,646	1955	
DE B-B 61	5931-5934, 5941-5944, 5951-5954	1750	GM-EMD	GP9	B-B	60,770	250,180	1956	
DEA1A-A1A 48	6001, 6003, 6011, 6013	2000	Alco-GE	PA-2	A1A-A1A	47,353	306,600	1947	11
DEA1A-A1A 48	6002, 6012	2000	Alco-GE	PB-2	A1A-A1A	47,353	306,600	1947	11

Rio Grande Roster Notes

Roster is based on data from D&RGW's chief mechanical officer, Great Western Sugar's Supt. MSG plant, K&T's vice pres. and gen. mgr., SP's chief mechanical officer-system, Great Lakes Carbon's assistant director of traffic, and HT&W's vice pres.-operations. It is accurate as of Nov. 21, 1966.

Locomotive builders: GE, General Electric; GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric; FM, Fairbanks-Morse; KM, Krauss Maffei.

(1) 68 converted to booster 25. Nos. 71 and ? scrapped.

(2) 38 sold to Manufacturers Equipment Co. No. 39 sold to Sanford & Eastern, renumbered 14, then sold to Hoosac Tunnel & Wilmington, renumbered 16. No. 40 sold to Great Western Sugar Co., renumbered 40. No. 41 sold to Utah Power & Light Co., renumbered 41. No. 42 scrapped. No. 43 sold to HT&W, renumbered 15, then sold to Saratoga & Schuylerville, renumbered 15, then sold to Claremont & Concord, renumbered 15, then sold to Raymond International, renumbered into 4401-4404 series.

(3) 110, 118, 119 sold to Kentucky & Tennessee, renumbered 101-103. Nos. 107, 113 scrapped. No. 104 stripped and sold to Colorado Fuel & Iron Co. Remainder of series 101-119 are no longer on roster.

(4) 4001-4003 sold to Southern Pacific, renumbered 9021-9023, then renumbered 9103-9105.

(5) FT units were delivered as numbers 540A,B,C,D-551A,B,C,D and in 1950 were renumbered 5401, 5402, 5403, 5404, 5411, 5412, 5413, 5414, 5421, 5422, 5423, 5424, 5431, 5432, 5433, 5434, 5441, 5442, 5443, 5444, 5451, 5452, 5453, 5454, 5461, 5462, 5463, 5464, 5471, 5472, 5473, 5474, 5481, 5482, 5483, 5484, 5491, 5492, 5493, 5494, 5501, 5502, 5503, 5504, 5511, 5512, 5513, and 5514. They were delivered with (B-B)x(B-B)x(B-B)x(B-B) wheel arrangements but later were split into pairs, then into single units. Nos. 540A,B,C,D-542A,B,C,D were classified DE B-B+B-B 240 when received but in 1943 were reclassified DE B-B+B-B+B-B+B-B 226.

Nos. 543-548 were originally classed DE B-B+B-B+B-B+B-B 226. In 1945 Nos. 543A,B,C,D-547A,B,C,D were reclassed DE B-B+B-B+B-B+B-B 225. Also in 1945, No. 548A,B,C,D, was reclassed DE B-B+B-B+B-B+B-B 228. Nos. 549A,B,C,D-551A,B,C,D were originally classed DE B-B+B-B+B-B+B-B 229.

In 1947 Nos. 540A,B,C,D-542A,B,C,D were reclassed DE 4(B-B) 226; No. 543A,B,C,D-547A,B,C,D became DE 4(B-B) 225; No. 548A,B,C,D became DE 4(B-B) 228, and 549A,B,C,D-551A,B,C,D became DE 4(B-B) 229. When renumbered, 5401-5474 were classed DE 4(B-B) 239, Nos. 5481-5484 became DE 4(B-B 239. GM-EMD rebuilt 5481 to F7A with 1500 hp, 57240 lbs. tractive effort, and 234,300 lbs. weight.

In 1962, the present classes were assigned. Nos. 5403-5404, 5412-5414, 5422, 5431-5432, 5442, 5444, 5451, 5453, 5461, 5471, 5473-5474, 5491-5494, 5501-5504, and 5551-5554 were traded to GM-EMD for GP30's 3001-3028. The remaining FT's went to GM-EMD for GP35's 3029-3050.

(6) The F3 units were delivered as 552A,B,C,D-554A,B,C,D, classed DE 4(B-B) 232. In 1950 they were renumbered 5521-5524, 5531-5534, and 5541-5544 in 1950. They received their present classification in 1962. GM-EMD rebuilt 5531. In 1965 all units were traded for GP35 series 3029-3050.

(7) These F7 units were delivered as 555A,B,C,D-564A,B,C,D. There were renumbered 5551-5554, 5561-5564, 5571-5574, 5581-5584, 5591-5594, 5601-5604, 5611-5614, 5621-5624, 5631-5634, and 5641-5644. Nos. 555A,B,C,D-557A,B,C,D, were originally classed DE 4(B-B) 235. Nos. 558A,B,C,D-564A,B,C,D were classed DE 4(B-B) 226. They received their present classes in 1962. GM-EMD rebuilt 5552-5553, 5571, and 5643-5644.

(8) These F7's were originally classed DE 4(B-B) 237. One unit of this series is no longer on roster, was probably traded to GM-EMD for GP35's or GP-40's.

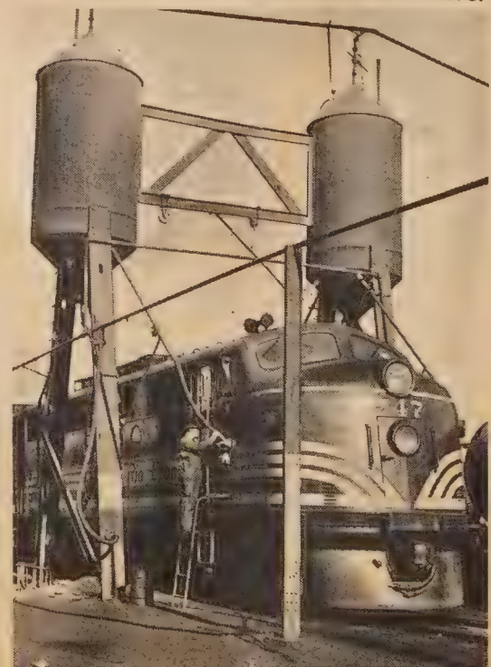
(9) 5701-5744 were originally classed DE 4(B-B) 238. Nos. 5751, 5752, 5754, 5761, 5762, and 5764 were originally classed DE 3(B-B) 17. In Nov. '55, almost immediately after the F9B units 5753, 5763 were received, F9B 5753 (1st) was renumbered 5762 (2nd), and F7B 5762 (1st) was renumbered 5753 (2nd). When this happened, 5751-5754 and 5761-5764 were reclassed DE 4(B-B) 238. No. 5701 is no longer on roster, was probably traded to GM-EMD for GP35's or GP-40's.

(10) 5771-5774 were originally classed DE 4(B-B) 238. One F9B is no longer on roster, was probably traded to GM-EMD for GP35's or GP-40's.

(11) 6001-6003 and 6011-6013 were originally classed DE 3(A1A-A1A), then reclassed DE A1A-A1A 49. In 1965 Nos. 6002 and 6012 were probably converted to steam generator units 252-253. ●

Three diesels on Rio Grande freight.

Fueling D&RGW diesel locomotive.



Another Day, Another Dollar

Fiction story by E. T. Parker

ZEB HASKIN pulled out a new long trainsheet from the desk to start another day. Zeb was a night dispatcher. Tall and lean, he had been extracting fresh sheets from the supply desk for thirty-odd years.

Bold black letters across the top of these forms headlined the daily movements of trains on the River Division of the I&M Railroad in the Midwest. The sheets were more than that; they were pages from the annals of men and machines, written in inky symbols. Like other histories, there was much that imaginative readers could fill in between the lines.

Zeb slid his lanky frame into the chair and murmured to no one in particular, "Another day, another dollar"—a hackneyed phrase he often used.

The aging dispatcher had reached the top in his own particular job. Too many gray hairs had found their way in the brown fringe that circled his bald pate. Wrinkles creased his forehead and reached out from his watery gray eyes, etched by long years of marking up train movements. The glazed sheets had forced him to protect his vision with heavy gold-rimmed spectacles.

No one knew better than Zebulon Haskin, named for the discoverer of Pike's Peak, that he had climbed as high as he'd ever get—until, at last, his time should come to ascend the Golden Stairs.

There had been a period when Zeb was full of ambition—full of desire to reach the apex—but as he watched the younger men slip ahead of him and move on up, year after year, this yearning gradually died. His only desire now was to hang on, so that in another few years he could retire on a pension.

Already young fellows were eyeing his job and speculating when he'd be through. Zeb knew that, too. Some of the brass collars were wondering also—especially the new super, who had come to the River Division with tough ideas of modern efficiency.

Zeb and the superintendent, J. P. Biermann, had not hit it off very well; they had tangled on several occasions over delays to some of the manifest freights. Consists had been going to the terminal late, so late that eastern roads would not hold fast trains for them. The result was sometimes a 24-hour delay. The unfortunate situation was not entirely Zeb's fault—in a few cases he could have done better. These few Mr. Biermann had pounced upon acidly.

"Sheer carelessness," he remarked.

The aging dispatcher had said nothing, but a red flush had crept around his neck. He dared not answer back. The superintendent was a younger and more vigorous man, proud of his newfound authority. He had orders to use this authority in running the railroad and he was doing just that.

Zeb knew what was going on around him. His old pal, Hy Saunders, night yardmaster, only recently had been demoted to a switchman because he had permitted his yard to get blocked and had to hold out a hotshot. Mr. Biermann let it be known he wouldn't tolerate delays to redball runs.

These gloomy thoughts crept into Zeb's brain as he sat slumped over the dispatcher's table that night, busily plotting out the eastbound and westbound scheduled runs on their respective sides of the sheet.

The six telegraph sounders fronting his desk were strangely quiet. Operators along the line were having a few minutes' talk with their reliefs, exchanging views or gossiping over local affairs. But the silence was not for long. The telegraph line reserved for the train dispatcher soon broke into a hurried chatter in Morse code. Dash, two dots—dash, two dots—DS, DS, DS.

"DS" was, of course, the dispatcher's office. Zeb opened the key, reaching for a pad of paper with the other hand, and answered: "I. DS."

"Here's a pink," said tower A, and tapped out the following order, which Zeb copied down in his smoothly flowing "op fist":

"To Haskin: Special fast freight due DS 1:30 a.m., due tower A 3:45 a.m., must make schedule." It was signed "J.P.B." with his personal file number.

ZEB swore beneath his breath. Who the devil did that guy think he was anyhow? Two hours and fifteen minutes for a hundred-mile run! Maybe that could be done down where the super came from, on a double-track as straight as an arrow, but not on the River Division of the I&M.

Following the Snake River for 75 miles, I&M steel hugged the bends under the river's high bluffs for every mile and then straightened out for the rest of the distance. From Miller City, where Zeb worked, to Coreyville, where

the rails left the river bank, speed was restricted to forty miles per hour for all trains. Sharp curves and large engines would not permit a greater speed with safety. It would take a train most of the two hours to make this one crooked stretch!

There was only one way to make such a schedule. That would be to put an engineer like "Lickety Split" O'Malley at the throttle and exceed the speed limit in most of the danger spots.

Jim O'Malley had a nickname hung on him because he was fond of saying how he went down the pike "lickety split" on some good run. Jim could not easily squeeze his huge body through the gangway, but let him once get settled in a cab seat of a big Pacific and he'd make her sing and dance. Zeb heaved a sigh of relief when he saw on the engineers' list that O'Malley would stand for the Special.

The run could be made on time if everything broke just right. But if the Special went in late, the wires would be burning up with "why" and "wherefore" messages for Zeb to answer.

So the elderly but still alert man planned the movement hurriedly, giving the Special right of track over everything in both directions. At least that would keep the main stem open all the way. Number 68 would be the only westbound train coming up-river and Zeb would hold them in the clear at Coreyville.

Number 57, due 12:30 a.m. out of Miller City, down-river, was nothing but a drag. He'd have to tell the yardmaster to hold up in the yard. It would never do to let the drag get out ahead, as this train usually had more cars than any siding would accommodate and "sawed by" all the trains they met or had to pass. Zeb had already sent the callboy after the Special's crew with instructions for them to report soon as possible.

A familiar voice answered the yard phone. It was Hy Saunders, who, for the night, had been placed back in charge when the regular yardmaster had gone home sick.

Zeb responded: "Good to hear your voice again."

"It was a case of no one else," Hy explained, "but it might mean another crack at the yardmaster's job."

The newly appointed night Y.M. had a pull somewhere, but had never handled a "garden" like Miller City and was having some difficulty.

Zeb's good wishes fell flat when he learned that Number 57, with ninety cars, had already been called on duty. The train was made up with the head end sticking out on the main line.

That's one of the troubles with this yard, he thought. *No tracks long enough to hold the trains they're now moving.*

Miller City yard was plugged. There was not a track that 57 could double back into, and not a siding between Miller City and tower A that would hold ninety cars. The most that any had room for was seventy, at Volga, ten miles out.

The short notice that the super had given them of the Special coming had not been time enough to arrange the yard for it. Mr. Biermann wouldn't accept that as an excuse, however. Number 57 would have to run ahead of the Special!

Again the telegraph sounder on the dispatching circuit broke in with an urgent call for DS, as Zeb was urging Saunders to do his best in getting Number 57 started, to give them a push with the yard engine and move fast.

The call for DS was coming in rapid jerks before Zeb could open the key and answer: "I, DS."

"From tower A," it said. "Pink. To Haskins, dispatcher. Special with six cars will now reach DS 1:15 a.m. fifteen minutes ahead. Guaranteed on time delivery to connection." It was signed by J.P.B., who evidently was following the movement personally.

That's the widely known case of throwing it in my lap, thought Zeb.

He slammed the key shut with a vicious "O.K." For some reason or other, Superintendent Biermann was bearing down hard on this train. Zeb wondered if it wasn't going to be an excuse to set him back. He groaned to think that loyalty to an old friend had let him into getting sewed up in one helluva mess. He could have made Saunders tear that ninety-car drag to pieces, storing the pieces away on industrial tracks, if necessary.

It wasn't his fault that the yard was too small and was plugged. But even if he had made Hy do that, it would have taken time. Too much time! The Special would be standing in the yard. "Delayed by yard engine," the conductor would show on his report. Zeb would have been in clear, but he hated to kill Hy Saunders' fresh chance to make good on the job.

No use worrying about that now. The elderly dispatcher heard the drag leaving town with the yard goat knocking the stack behind the caboose. They were getting a good start out of the yard, thank Heaven! Now, if they'd only keep rolling to Volga. . . .

THE MIDNIGHT operator at Volga was a new man. He stood peering out each window in turn, nervously watching for trains to come swooping around the big curve, their headlights sweeping the broad Snake River in huge arcs before settling back on the short straight stretch through the town.

Beads of sweat broke out on his forehead as he waited with both hands resting on the telegraph table. The table was littered with scraps of paper and copies of train orders. That stuff had been going through on the wires, some with complete messages on them, others only partially completed.

He was young and a ham. Those oldtimers with sending machines were too quick for him then. He'd been on the list only a few months, not long enough to get all the fast stuff that came from the seasoned ops.

"We all had to start some time," the chief had told him. "Go out there and do your best."

But the "best" so far was none too good. The few months he had worked had not stopped that sinking feeling in his stomach every time he heard VO, the call for Volga, come out of the sounder on the table.

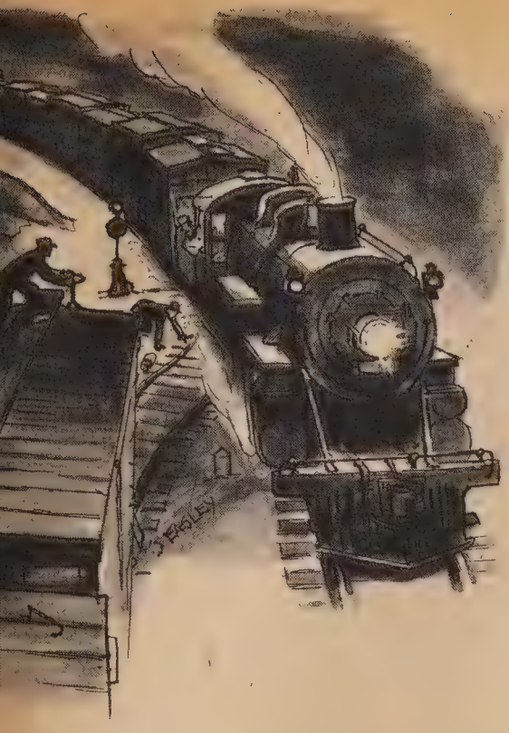
He knew he'd hear it soon. He had enough on those partially filled messages to know that Number 57 had left Miller City at 12:40 a.m. and a Special was coming. Every night since he had been there he had copied the order for 57 to meet 68 at Cray, five miles beyond. Each night this event was a big task for him. His hands still shook as he opened the key and answered Zeb with a shaky, "I, VO."

Zeb thought, *I hope that kid at VO gets this right,* as he opened the hand key and started sending Morse slow and plain. His thirty years of pounding brass and dispatching trains still found him with a capable sending fist. Many another old veteran had lost his grip and trusted to the younger telegraphers to get the shaky stuff he sent. But not Zeb Haskin. He realized that wobbly code sent to that boy down at VO now would throw him straight in the air.

"Is Number 57 coming?" Zeb spelled out each word and figure plainly.

"Yes," came the weak reply.

Zeb wiped his hand dry with a piece of train-order paper. "Here is a message for number 57. To conductor and engineer on Number 57: Pull into siding



at Volga. Take twenty head cars to Cray and let Special by. Special pass Volga 1:30."

It was a long message for a ham to get without breaking once. But Zeb sent it with patient firmness, and after a minute's silence he had the satisfaction of hearing Volga answer, "OK."

The old dispatcher voiced a silent blessing on the op, hoping his OK had been true. He felt sure the youngster would get the message to the crew as rapidly as possible so they could make a quick cut and move to Cray.

He did not feel like taxing the ham's capacity too far, for fear he would blow up and spoil everything by delaying the delivery of the message. Yes, he had to be very careful.

There was no night office at Cray, only a siding, and no way of telling whether or not Number 57 would make it in time to clear the special. They would need every minute of the time left.

At 1:10 a.m. the Special's big Pacific sent one long blast of her whistle flying back and forth between the high bluffs up the river. She would leave at 1:15, on the advertised.

Well, Zeb muttered to himself, *if the head end of Number 57 gets to Cray and if Lickety Split O'Malley keeps her on the curves she'll pass tower A on time.*

There was not much on the trainsheet to show for the hour and a half of Zeb's work. Just a few figures written in ink.

Funny thing, he mused, *there's very little to show for the actual work I've done. Only a few inky marks for all the thinking and figuring. But that's the way with this business.*

Leaning back in his chair and slipping the gold-rimmed specs from his weary eyes, Zeb Haskin stretched out his arms in a relaxing yawn. Then he studied the record as it lay before him.

No, there wasn't much written down on the sheet. It would show that an extra west, the Special, arrived at Miller City at 1:12 a.m., departed at 1:15, and passed Volga at 1:31. It would show Number 57 with ninety cars leaving Miller City at 12:40 a.m. and reaching Volga at 1:10. The young op at Volga had told him the head end left for Cray about 1:18; but he wasn't sure, as he couldn't see the west end of the siding, around a curve.

THAT was the picture displayed by a few figures on the trainsheet. Zeb could see the Special, with Lickety Split at the throttle, tearing down past Volga with his head and shoulders stuck out the cab window, watching the iron closely for rocks that sometimes fell from the high bluffs. Too bad if, after thousands of years, one would tear loose right now and take a slide! But the hill was dry and there was very little danger of that.

By now, the head end of Number 57 should be just about throwing the switch at Cray, and the Special would go tearing by with a blast of the whistle in answer to a highball from a brakeman on the ground. That is the picture Zeb saw in his mind.

The next report he'd get from the Special would be at Coreyville, where the straight track began. If they were a little late they had a good chance to make it up on that "no limit" track. Zeb had told Lickety Split to take it easy on the curves but that the sky was the limit on the straight stretches, especially the last 25 miles. The night dispatcher smiled to himself as he pictured the hogger the next time he saw him, telling how he'd gone down the pike on that run, "lickety split."

But the picture as portrayed on the dispatcher's daily record of trains moved was not quite complete. Just one item was missing. It did not show the red lantern hanging on the last car of Number 57's head end as they neared Cray siding. The dim warning was cut to only a few feet by a fog bank rolling up the river. The mist hung in thick curtains. In one place it would be cleared away; then suddenly around a bend another heavy curtain would be up.

The train was only two miles out of Cray when the first warning of the fog struck them abruptly; and now as they came closer to the switch the engineer started easing off for fear of running by the switch. They had not lost any time since the operator at Volga handed them the message.

The head brakeman had made his way out on the running board and was now on the pilot step, ready to dash for the switch. The Special's warning whistle could be heard thundering down the river—how close, it was hard to tell. O'Malley on the Special would have no more warning of the fog than they had.

Coming out from the dense misty curtain, the green eye of the switchstand suddenly loomed on them, closer than they had expected; but their speed was not too great for a running leap of the head brakeman who stood waiting on the pilot step.

The engineer swore as he saw a lantern fall to the ground when the brakie reached for his key to unlock the switch. In his haste the shack had fumbled his lantern, but the headlight and experienced hands guided the key swiftly in the lock. The engineer's oath became a gasp of relief as the green turned to red. The mighty freight engine's drivers spun with sudden power thrust upon them and rolled into the siding.

As the last car struck the switch, the Special's headlight poked its way through the fog bank scarcely a quarter-mile away. The brakeman had barely time to "bend the iron" back for the main line before the Special came tearing down through the darkness, fire spurting from the partially applied brakes.

That's too close for comfort, the brakeman thought as he searched the ground for his fallen lantern. It was too close for a lot of people concerned, but it completed the picture that Zeb Haskin saw in the few scant figures on his train sheet. Details in a picture that would never come to light. A masterpiece!

The chief dispatcher, looking over the trainsheet as the morning force came to work, noted that the special had gone by Coreyville at 3,25 a.m. and passed tower A at 3.45. On time! Lickety Split had burned up that piece of track with his redball freight. Twenty-five miles in twenty minutes!

"Mr. Biermann is well pleased with the movement of the Special this morning," the chief remarked. "How's everything else?"

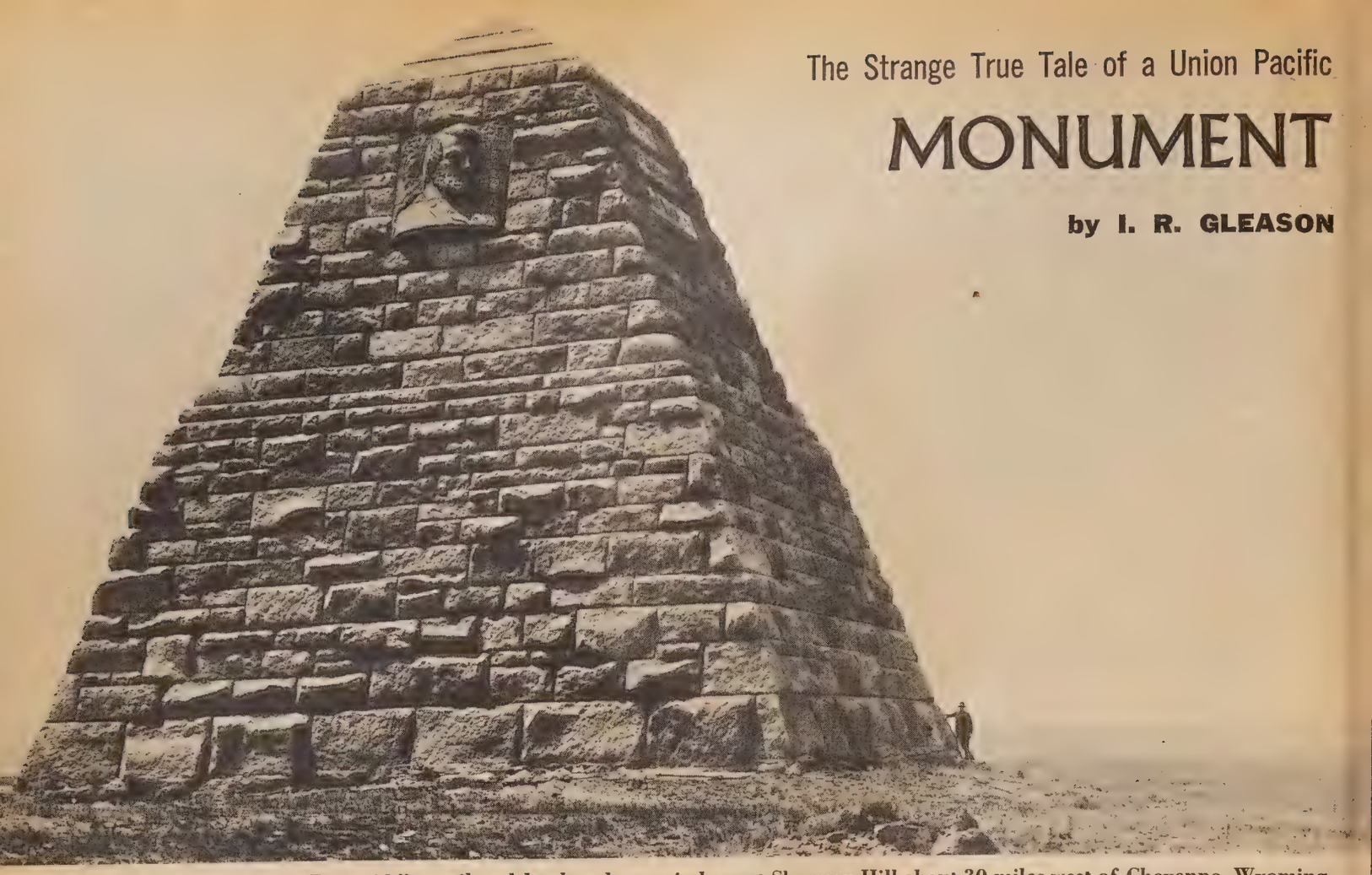
Zeb had a broad smile on his aging face. It would soon be eight o'clock and he'd be through for the day.

"Okay, chief," he said tritely. "Another day, another dollar." ●

The Strange True Tale of a Union Pacific

MONUMENT

by I. R. GLEASON



The "Great American Pyramid," a railroad landmark on wind-swept Sherman Hill about 30 miles west of Cheyenne, Wyoming.
Both photographs from Union Pacific Railroad Museum

HOW many readers have seen the great Union Pacific monument that stands in the wilderness on Sherman Hill, elevation 8,235 feet, about thirty miles west of Cheyenne, Wyoming? There's quite a story behind that pile of giant-size stones.

When the UP was being built nearly 100 years ago that spot was the highest point on the line. So the company erected a memorial there and dedicated it to Oliver and Oakes Ames, the shovel manufacturers from Massachusetts who had done much for the transcontinental line. One of the brothers, Oliver, served as president pro tem of the UP from 1866-'68 and as president until 1871.

The railroad landmark towers above the backbone of the continent at a point which affords a stirring vista of plains and snow-topped mountain ranges. To the west and southwest you can see Long's Peak and Pike's Peak and, in the far distance, the Medicine Row and Sierra Madre mountain ranges, while Laramie Peak is closer at hand. On every other side the vast rolling prairie stretches out to meet the horizon as far as eye can reach.

Begun in 1881, the monument took almost three years to complete and cost well over $65,000, a lot of money in those days. The job was a small version of the building of Egypt's ageless pyramids. Fifty men, most of them Irish-Americans, toiled for years at cutting the stone into huge blocks, each weighing tons, and putting them in position to form a geometrical pyramid sixty feet square on the ground and sixty feet high, topped by an oval cap.

The material is granite with chiseled edges, capable of a high degree of polish and showing gray, black, and red surfaces. This stone came from a quarry nearly half a mile away. Thirty-nine feet from the base of the pyramid, on the east side, is a medalion portrait of Oliver Ames, and on the west side a similar likeness of his brother. These were made of Quincy marble, carved in Massachusetts by eminent artists. On the north side, facing the railroad, in letters one foot high and three-quarters of an inch deep is the inscription: "In Memory of Oakes and Oliver Ames."

While the monument was being built and after its completion many railroad officials and members and friends of the Ames family visited it. Newspapers and magazines all over the country gave it much publicity, and all passenger trains stopped on Sherman Hill long enough to let the riders get off and goggle at the landmark honoring the shovel-makers.

The people posed for pictures near it and exclaimed over the view, clutching their hats and swirling clothes in the stiff wind usually blowing there. The men also enjoyed eyeing the legs of embarrassed women who tried in vain, but maybe not too hard, to save their modesty by keeping their long skirts down where they belonged. It was all part of the game known as "looking at the Great American Pyramid."

One morning a startling telegram arrived in Cheyenne at the law offices of John Alden Riner and William Corlett, attorneys for the Union Pacific. It read, "Buy the Ames Monument back at any cost." Both lawyers were young in years and in experience and had been wishing for a big case to handle. Well, here it was.

An ambitious Irishman, Patrick Murphy of Laramie, Wyoming, had discovered that by some strange mistake the Ames monument stood on Government land instead of on a railroad section. This appeared to be a good chance for making easy money. Quietly hurrying to the U.S. Land Office in Cheyenne, he filed a claim on the site, ostensibly as a homestead for himself and his family. Then he wrote a misspelled letter asking

the Union Pacific to remove its rock pile from his farm and threatening that unless they did so he would rent out the faces of the pyramid for advertising purposes.

The "farm" included numerous well-populated prairie-dog mounds, buffalo grass, jackrabbits and rattlesnakes, and some very large boulders but no water supply nearer than several miles. Railroad officials, caught off guard, were aghast at the possibility of having their pet monument defaced with enormous ads for Carter's Little Liver Pills and the like. They quickly checked up. Sure enough, Pat Murphy had actually preempted the land on which the pyramid stood; so they sent a telegram to their newly-appointed attorneys in Cheyenne.

As the young lawyers boarded a train for Laramie, the outlook was not very rosy. Their big case seemed likely to be very expensive. But on the theory that every man has his Achilles' heel, Riner and Corlett spent considerable time talking to people who knew Murphy before they approached the man himself. They learned that in a recent election Pat had been chosen justice of the peace, so it was "Judge Murphy" they had to deal with. They discovered, too, that the situation was a dizzy catapulting of the Murphy family into the realm of fame.

One of Pat's children asked excitedly, "Say, Ma, are we all justices of the peace, too?"

"Naw, dearie," replied the mother. "Only me and yer Pa."

But Judge Murphy's dream of future greatness was expanding. In fact, he might even become President of the United States some day, or so he thought. When the attorneys finally gained an interview with him, it was somewhat like an audience.

"Howdy, gents!" Pat waved a huge hand toward two uncomfortable chairs, took his feet off his desk, and reached for a stubby pipe. As he filled it, he eyed his visitors warily.

"So you've come from the railroad to talk about my farm on Sherman Hill."

"Yes, Judge Murphy," William Corlett answered pleasantly. "We hear your land is not too good for farming."

"I never said that, young man. Maybe there's somethin' wrong with yer hearin'." Pat's tone was edgy. "That there land would make a good farm, once the railroad clears off its rock pile, as they sure got to do. Make no mistake about that."

"Just how do you plan to get water for your farm, may I ask, Judge Murphy?" John Riner inquired mildly.

"Don't need water fer the crops I'm gonna raise," the judge answered. "Ever hear o' dry farmin'? That's what I aim ter introduce in this here country."

"And if the railroad should want to buy your ground, what then, Judge Murphy?" Corlett asked shrewdly.

With a gleam in Irish eyes, Pat considered this idea.

"Now you fellers are talkin' sense," he said. "A man in my position knows that this section needs dry farmin', but since the Union Pacific has already got its stone heap built on my land, rather than put them to the bother and expense o' cartin' it off, I'd consider sellin'. Simply to oblige, you understand."

Riner nodded. "What would you consider a fair price, Judge Murphy?"

"Oh, maybe $100,000. That ain't nothin' ter a big concern like the UP if they really want their rock pile."

For a minute a big fly buzzing on the windowpane was the only sound in the room. The young lawyers glanced at each other. Then John Riner uncrossed his long legs and leaned forward.

"Since we are your friends, Judge Murphy, we should call your attention to a more serious aspect of this case." He looked grave. "We feel that you have been badly advised about this land. A man in your important position would not have the time to look into all the details."

"I sure am busy," said Pat. "There ain't nothin' the people in this area don't come to me about."

"And, of course, you'd like to continue your public services in perhaps other offices."

The judge grinned and waved his pipe. "Well, as I always tell the boys, I'd do anything for my country, sir. If it needs a foine man in any civic cause, I'm him."

"Good!" Riner smiled, too. "But have you considered, Judge Murphy, that a judge who enters into a conspiracy to take advantage of his neighbor commits a serious offense and lays himself open to impeachment? Of course you know, with your extensive legal experience, that this would prevent him from ever holding office again, or even from voting. We feel we should remind you of this. It has probably slipped your memory."

Riner sat back and let this sink into the judicial mind. Pat squirmed uneasly in his chair.

"Well, what's the railroad aimin' ter do about my land, anyway? I'm a reasonable man, ready ter talk business."

Corlett replied; "There are two nice lots in Laramie which the Union Pacific would turn over to you, Judge Murphy,

Quarrying rock for the Ames monument.

if you will release to the Government the ground on Sherman Hill where the Ames monument now stands. This would be a patriotic act, you know."

"Sure, sure! You boys make out the papers and I'll sign 'em," Pat agreed hastily. "I always did like property in Laramie."

Thus it came about that the UP took title to the disputed land, and more than one railroad official heaved a sigh of relief. Time marched on. For about nineteen years the sculptured faces of Oliver and Oakes Ames gazed placidly from their lofty perch over the solitary countryside. Blizzards lashed the plains and beat against the stones with no perceptible effect, nor did summer's hot sun change them.

Then something happened to the basreliefs of the shovel manufacturers: their railroad went off and left them alone in the wilderness. That was in 1901. To improve the steep grade over Sherman Hill, workmen switched the roadbed three miles to the south, which left the Ames monument entirely out of sight from passing trains, and it has been that way ever since.

No longer do transcontinental passengers swarm eagerly out of coaches and Pullmans with their Brownie cameras to thrill at the Great American Pyramid. The only people who view that historic old landmark nowadays are motorists looking for it or those who have gotten off the main highway and reach it unexpectedly.

And the stiff winds that swirl around the monument no longer excite male travelers and embarrass the fair sex by lifting long skirts to reveal hidden legs. Short skirts have made female legs commonplace. A furious breeze might disclose small patches of bare pink skin above the tops of nylon stockings, but even that is not likely to faze the modern woman. Besides, a great many of them wear slacks. ●

Steve Maguire's

TRANSIT TOPICS

Fairbanks, Morse & Co. built the Rock Island's first (and least-known) gasoline motor car, No. 2550, which in six months on branch lines covered a total of 6,952 miles and carried 30,541 passengers, plus several excursion parties.
Collection of Wm. C. Hendrick, 3949 Lees Ave., Long Beach, Calif.

WITH snow-blanketed Expo 67 being pushed to completion and almost ready to open its gates to visitors from all over the world, Montreal is in an exultant mood. Its first subway system is now operating at a high peak, with more than 100,000 daily riders above the figure that officials expected.

Steve Maguire

Two routes have been carrying multitudes since October 17th. During the first two days of operation, a break-in period, over a million people accepted an invitation to ride the lines—sometimes at the rate of 50,000-plus an hour! Another route, which began service later, serves St. Helen's Island in the St. Lawrence River, site of the long-awaited Expo 67, and Longueil on the south shore. The entire system is underground, with 26 stations, and Canadians are very proud of it.

According to the Institute for Rapid Transit's *Newsletter,* Montreal is the seventh North American metropolitan area to build a full rapid transit system as the backbone of public transportation. That city is also the only one to adopt the rubber-tired rapid transit car modeled after equipment used on two routes of the *Metro* in Paris, France.

Officials of the Montreal Transportation Commission ordered rubber-tired cars to reduce the noise levels and get the advantages of increased adhesion of rubber against concrete. In addition, Montreal engineers found that they could save money on construction, due to the ability of rubber-tired vehicles to negotiate grades up to 6 percent. Engineering costs were lowered by placing stations relatively close to the surface and dropping the tunnels between them down steeply to depths below utility lines and certain rock formations, which made boring easier.

TOKYO'S metropolitan government has proposed the abolition of city-operated trolley buses and streetcars to save money. The metropolitan government says the lines are losing 18 million yen ($50,000) a day and has asked the city's assembly to abolish trolley buses by 1969 and streetcars by 1975. Besides city-operated transportation, Tokyo has subways and privately owned buses.

MOST of the fun has gone out of city transportation since 1920, when Raymond E. Leary started work as a streetcar conductor in Portland, Maine. Retiring at age 70 after four decades of employment on trolleys and as a bus starter at Monument Square, the ex-conductor recalls the early days when "people seemed to get more pleasure out of trolley cars than buses. They used to ride around Portland just for the joy of it. Today, buses are used as a necessity."

ONE railroad system actually wants to get out of the freight business. Chicago Transit Authority is seeking permission from the Illinois Commerce Commission to do so. CTA operates freight service along the northern end of its north-south L-subway route, which it inherited when it bought a right-of-way north of Montrose Avenue from the Milwaukee Road. It also has continued the freight business of a predecessor, the Northwestern Elevated Railroad, which leased street-level tracks from the Milwaukee Road.

Under agreements with the Milwaukee Road, the CTA delivers cars to a coal company, warehouse, and a public siding in Evanston. Ending freight service would let CTA spread passenger trains to additional tracks and thus speed services; also widen several platforms at stations now crowded during rush hours.

LIMA, Peru, may be the next capital to get a subway. Under consideration is an underground railway 1.86 miles long that a Swedish engineering firm estimates would cost $244 million to build.

NEW YORK'S Governor Rockefeller has recommended to the State Legislature a new state transportation department that would include the present responsibilities of the New York Metropolitan Transportation Authority (now operating the Long Island Rail Road), the New York City Transit Authority, the Manhattan and Bronx Surface Operating Authority, and the Triborough Bridge and Tunnel Authority. In addition, it would join with the Connecticut Transportation Authority in devising a long-range plan for commuter operations of the New Haven road. The proposed new department would first engage in formulating a state-wide plan for a balanced transportation system in the big city, including rail, highway, tunnel, and bridge services.

In the metropolitan areas, one authority would take over the policy direction and control of the various city transportation agencies. A huge bond issue, said by some to be close to $2 billion, would be needed for mass transit and highway construction costs. This, if passed, would bring much relief to New York City, which spends great sums in modernizing and extending its subway lines. However, the Governor indicates that with the receipt of such funds would come a guarantee that the subways be self-sustaining. If the proposal is passed this could mean higher fares.

But the proposal is incomplete, since it ignores New Jersey, to which the big city is connected by Port Authority tunnels and bridges and by rail routes under the Hudson River. Only with the inclusion of these agencies, or a very close liaision with them, could there be an effective regional authority.

Mayor Lindsay's recommendation for holding the line on New York's 20¢

fare has stirred up a hornets' nest of opposition. The Mayor would eliminate free rides for policemen, firemen, sanitation workers, and building inspectors—that is, he'd let the Transit Authority bill the city's departments for the cost of those rides, roughly $16 million a year, and would use the money to avert a fare rise, at least for this year.

MEANWHILE, the previously bleak Grand Central end of the Times Square subway shuttle in New York is looking much brighter, and even cheerful. Tiles in the city's colors of orange, white, and blue, interspersed with black are a sharp contrast to the smoke-blackened walls in the after-math of the electrical fire that closed the station for 48 hours in April, 1964.

Besides this first major face-lifting of the station since the subway was opened on Oct. 27, 1904, the dungeon-dark lighting has been replaced with a flood of fluorescent illumination. A spokesman for the Transit Authority says the new lights are "12 times brighter than the old ones."

The beautification project, with a 25-man crew, was completed early this year at a cost of $400,000. It was carried on without interruption to the regular shuttle service. Two tracks are always in operation while one is shut down because of the improvement work. A fourth track in the station area has been covered by a platform since 1918 as "a temporary measure."

About 80,500 persons a day ride the shuttle. Many are delighted with the "grand improvement." Three visitors from abroad—from Paris, London, and Moscow—voiced similar sentiments; but stressed the need for a cleaner subway system—including platform areas at both ends of the shuttle run—and improved directional aids, such as bigger maps in the subway cars.

LAST remnant of the state's largest trolley system, the Connecticut Company's 2½-mile East Hartford freight line, ceased to exist on the first of this year, reports Bert Johnson, 35 Milbrook Drive, East Hartford, Conn. Traffic had dwindled to less than one car per day. Incidentally, the line's only customer did not attend the hearing of the Public Utilities Commission, which authorized the abandonment. The 44-ton engine used by the line has been returned to the New Haven Railroad, from which it was leased. Express motor 2022 (Wason, 1911) was sold to the Conn. Electric Ry. Asso. at Warehouse Point to serve as an auxiliary power plant and line car. The 2022 had its own gasoline generator installed inside the car after removal of the line's overhead wire. It was the final trolley to run on Connecticut streets in revenue service.

Trolley of Corpus Christi Ry. & Light Co. survived a Texas hurricane—when?
Collection of Central Electric Railfans Assn., P.O. Box 503, Chicago, Ill. 60690

THE GERMAN cable cars linking Cologne and the opposite bank of the Rhine River, which went out of service three years ago because of nearby bridge construction, will resume operation March 25. The 6½-minute aerial crossing affords a thrilling panoramic view of the city.

A BOND issue to finance a proposed rapid transit plan in San Francisco was defeated by failure to obtain two thirds of the vote cast, although it did receive a majority, writes Ralph Kerchum, 4350 Bridgeview Drive, Oakland, Calif. The plan would have eliminated all surface trolley lines in the city and called for only two rapid transit routes.

ANSWERING the widespread complaint, "It took me longer to reach the airport than fly to my destination", Cleveland is about to realize a solution unique in the United States—namely, a connection between its downtown and distant airport by rail rapid transit. Next year it will join Tokyo and Brussels as the only places on earth where you can ride from the airport to downtown by rapid transit. (However, one American city, only one, has an airport downtown: Kansas City.)

There used to be a rail connection between the Cleveland airport and its downtown section. The old Cleveland Railways trolley line reached what is now Cleveland Hopkins airport via city streets. But in the late 1930's this line, and later all other CRY rail routes, was abandoned. Now its successor will run from the western terminus of the Cleveland Transit System rapid line along right-of-way, including some New York Central railroad track, for a 35-cent fare.

Available for the 3,500,000 passengers who use Cleveland's airport annually will be 20 air-conditioned cars now being built by Pullman-Standard

This museum, two miles from Washington, Pa., is operated by the Pennsylvania Railway Museum Association, Inc., P.O. Box 832, Pittsburgh, Pa.

Photograph by Bert Johnson
Express motor 2022 acquired by Conn. Electric Ry. Assn., Warehouse Point.

Gasoline motor car, owned by Bay Area Electric Railroad Association, on fantrip.

A former Boston Elevated Railway car, No. 5060, which now belongs to the Seashore Trolley Museum in Kennebunkport, Maine, is carrying a load of passengers over Seashore's own trackage and crossing a dirt road not far from the museum.
Stephen D. Maguire, P.O. Box 51, Balmar, N.J. 07719

Electric-driven car on the Reading's now fully-electrified, 5.2-mile Fox Chase branch in Philadelphia. Overhead catenary wire system is supported by poles fabricated from the Bethlehem Steel Corporation's "Mayari R" weathering steel.

in Chicago. Each will be 70 feet long and fitted with floor-to ceiling baggage racks at the end doors. The new transit may also haul air freight and mail. Only recently, intermodal freight containers were demonstrated at the airport. A jet plane landed and unloaded two containers of different sizes; the larger one was put on a railroad flatcar, the smaller on a truck.

Since last August, Ellsworth C. Kreuger has been CTS general manager. He believes that a county-wide transit authority is necessary if the Cleveland area is to get the best possible service, through a bond issue, according to news received from Allen J. Kleinsmith, 1378 Brooklune Rd., Cleveland.

ANOTHER juice service is gone, laments Jim Levis, 654 Boston Ave., Waterloo, Iowa, referring to the Southern Industrial Railway (formerly the Southern Iowa Ry.), which ended its electric operation at Centerville in his state last November 11th. Previously, most of the overhead on the 11-mile interurban line to Moravia had been pulled down because poor track kept freight motors from using it. Furthermore, fire had destroyed a wooden trestle near Dennis, about 5 miles from Centerville, effectively ending further service on the line. But a short piece of track connects industries at Moravia with a Norfolk & Western interchange. Electric freight motor 101, on that end of the SI, is its last electric rail operation.

In the Centerville area 3 short branches totaling about 8 miles are still functioning. An ex-CB&Q diesel baggage motor handles all switching there.

Three interurban cars owned by the Iowa Railway Historical Museum used to be run now and then over the SI. The museum has sold one of them, No. 100 from the old Waterloo, Cedar Falls & Northern, to the Iowa Terminal Railroad for a nominal price with the understanding that IRT would rehabilitate the car and not dispose of it without IRM approval. The other two interurban cars, North Shore 727 and CA&E 320, are still waiting disposal. Along with SI electric motor 400, they are stored at the CB&Q transfer. The 400 has been sold to the Mason City line for use of its parts to keep other cars running.

At Mason City the Iowa Terminal RR. is spending several thousand dollars to restore its newly-acquired passenger car 100 for private operation to carry stockholders, directors, and shippers on special runs. This car is not available for fantrips. The ITRR has completely rebuilt its locomotive 60 and is in the market for any available 50- or 60-ton Baldwin-Westinghouse electric locomotives.

At Charles City, Iowa, a separate operation of the Iowa Terminal Rail-

road now runs the former Charles City Western interurban line, with 1300-volt electric engines. Former car 50, recently in line service, has been restored; but it, too, is only in company business, not for charter or fantrips.

ARDMORE streetcar line of the Philadelphia Suburban Transportation Co. has been replaced rather suddenly by buses, according to Andrew Maginnis, 38 Harvey St., Philadelphia, Pa. An application for abandonment of the rails had been pending for nearly one year and was opposed by towns along the route because it was obvious the buses could not make the time of the rail cars on the congested roads parallelling the line.

The last trolley into Ardmore terminal ran during a heavy snowfall last Christmas Eve. Service was then cut back to County Line Road, since heavy snow and ice blocked the rest of the line. Last regular run was made by a train of cars 20 and 13, two cars being used, due to the number of riders. It returned about 12:30 a.m. on December 30th. Then two special runs were made, the last one with car 83 carrying on the side a banner reading, "Merritt Taylor is a Fink." Mr. Taylor is president of PSTC, a company which his family has controlled for at least three generations.

It is likely that a move will now be made for new barns and shops to be built near the 69th Street terminal, thus eliminating the now unused two-mile track to the barns.

"NO," said the Erie-Lackawanna management in answer to a proposal made by the State of New Jersey for a $5 million purchase of 40 new electric MU cars for its suburban commuter line. Of that sum, E-L would have to pay only $1¼ million, with the state providing an equal sum and the Federal Government the other $2½ million. E-L officials rejected this offer because of the hoped-for merger of their road with the Norfolk & Western. They felt that the addition of $1¼ million to their already heavy indebtedness might make N&W unwilling to take over the line.

E-L's electric lines from Hoboken to Dover and Gladstone, N.J., carry about 20,000 commuters a day. Its fleet of cars, the *newest* of which date back to the 1920's, almost half of them being converted steam passenger coaches, urgently needs replacement. But the E-L management doesn't want any kind of passenger service, according to a long-time reader who doesn't want his name used here.

"E-L spent no money to advertise the *Phoebe Snow*," he writes, "gradually lowered the quality of its dining service, and made train connections inconvenient. The only reason for killing *Phoebe* instead of the more logical night train over the same route was the fact that the latter hauled the rail executives' private cars back and forth several times each week. Long ago, I told William White, president of E-L, that I could probably get a lot of money in Washington to improve his road's suburban passenger service, and he replied: 'I don't want to improve the service; I want to get rid of it.'"

TRACKLESS trolley service has ended in St. Joseph, Mo., terminating an electric transportation era that began in 1887 when the first trolley began operating there, reports Robert Divorky, 1168 E. 78th St., Kansas City, Mo. The former St. Joseph Railway, Light & Power rail trolleys continued running until 1939 and the trackless vehicles until last November. The latter have been sold to the transit company in Mexico City, joining similar equipment from Dallas, Denver, Milwaukee. North of Mexico City, trackless trolleys are fast rolling off the traffic-jammed city streets into oblivion.

New Electric Publications

Trolleys to Hampton Beach is Vol. 3 in a continuing history of the Massachusetts Northeastern Street Ry., 54 pages, 8½x11", soft cover with staple binding, and available from the author, O.R. Cummings, 105 Theresa Court, Manchester, N.H. 03103, at $2.50 a copy. This volume covers MNE's Amesbury Division—from Haverhill, Mass., to the shore resort of Hampton, N.H., 25 miles. This long route crossed the state boundaries of Massachusetts and New Hampshire 3 times. About half the book is devoted to photos and reproductions of old transfers.

A 4-page story of horsecar days in New Bedford, Mass., is contained in an article, "Better than Walking," by John Ackerman, in last November's issue of *Yankee* magazine. Its illustrations include a rare view of oxen pulling a horsecar in the epidemic of distemper among horses in 1872. *Yankee* can be obtained in a yearly subscription at $3, single copies 35¢, from Yankee Inc., Dublin, N.H.

London Transport: Trams and Trolleybuses-1948, by S.L. Poole, has 69 pages. 4½ x 6½", and soft-cover binding. This small, rather odd-sized book contains a few pages of history of London's trolleys and trolleybuses and many pages of rosters and photos of equipment. Strictly for those interested in London tram lines, it can be had for $1.75 from Leisure Time Books, P.O. Box 634, New Rochelle, N.Y.

Articulated Cars of North America, by E. Harper Charlton, No. 52 in *Railroad Magazine's* series of *Interesting Railfans*, has 28 pages, 8½x5½", soft cover and staple binding, with 30 photos and 5 drawings. Available at 50¢ by International money order from LRTL Publications, 2 Dalmally Rd., Addiscombe, Croydon, Surrey, England. Here is the complete history of articulated trolleys from the first one in Cleveland, Ohio, in 1893 to the present day when such types are standard equipment on many lines in Europe.

LOCO 1

THE DIESEL

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BOOKS OF THE RAILS

EASTERN STEAM PICTORIAL *The Anthracite Roads*, by Bert Pennypacker, 384 pages, 8½x11", weight 3¼ pounds, illustrated with photos and some line drawings, P&D Carleton, 158 Doretta St., River Vale, N.J. 07675, $15.

Bert Pennypacker, who has been writing for *Railroad Magazine* since early in 1951, and for *Trains* magazine, not to mention his books, is widely recognized as railroad author and photographer. He specializes in locomotives, particularly steam, as you might judge from his article in our current issue. His *Pictorial* consists largely of pictures, with considerable text matter. The foreword states: "Welcome back to the glorious age of steam power on nine of our principal railroads that lugged weighty trainloads of black diamonds to market from the bleak anthracite mining region of central-eastern Pennsylvania."

Those nine are the Jersey Central, D&H, Lackawanna, Erie, Lehigh & Hudson River, Lehigh & New England, Lehigh Valley, Reading, and New York, Ontario & Western.

"Nowhere else in America did a compact geographical area so profoundly affect locomotive development," the foreward goes on. "This is truly a unique wonderland of motive power; homeland of the quaint Camelback, of bulging boilers and bulging fireboxes, a land where mammoth Consolidations trundled mile-long coal drags at a slow trot, and a modern-day empire ruled by stately and mighty Northerns, Berkshires, and Challengers.

"For those who cherish fond personal memories, it almost seems like yesterday; but well over a decade has passed since Delaware & Hudson's sleek Challenger stormed lustily over the ramparts of Ararat Summit, or bulky-fireboxed Mikados of the Jersey Central threaded their way through the twisting rock-walled gorge of the upper Lehigh as class T Wyomings of the Lehigh Valley blasted slowly uphill along the opposite river bank."

Now, of course, those steamers have gone forever; but they continue to run, with trailing smoke plumes, in Bert's new book in the form of action shots, broadsides, descriptive literature, and some mechanical drawings. Many photos are exceptionally good. The book is big and substantial and calculated to give many hours of delight to steamfans.

COLLECTOR'S BOOK OF THE LOCOMOTIVE, by Edwin P. Alexander, 197 pages, 8½x11", 150-plus b&w illustrations, 44 in full color, with appendixes, Clarkson N. Potter, Inc., 419 Park Ave. South, New York, N.Y. 10016, $15.

Alexander's fourth book appeals mostly to the type of hobbyist that haunts museums and antique shows. By *locomotive* he means, of course, steamer. Like the late Lucius Beebe, Ed shrinks from the word *diesel*. His new volume is a joyful excursion into Americana. He shows us quaint old prints, photographs of long ago, toy trains, engine-pictured chinaware and glassware, shaving mugs, postage stamps, weathervanes, games, jigsaw puzzles, medals, circus posters, teaspoons, timetables, paper money, watches and clocks, needlework, buttons from trainmen's uniforms, models, and movie stills.

"Compiling this book," he says, "has been a truly enjoyable experience." That we can understand. Ed thrives on nostalgia. He founded and operates a railroad museum beside his country home at Box 528, Upper River Road, Yardley, Pa., builds models professionally, and is known as the "Father of American Model Railroading." For ten years, 1932-'42, as a member of *Railroad Magazine's* editorial staff, he ran a model department for us; and in Feb. '63 we wrote him up as No. 12 of our *Interesting Railfans*.

His new book lists our magazine as first coming out in 1907; actually, it was Oct., 1906. That same list mentions two previous names of *Railroad Magazine* but ignores the short period when *Trains* was called *Trains & Travel* (an unsuccessful move by Kalmbach Publications to line up advertising in the travel field). But these slip-ups are very minor. Ed's latest contribution to railroadiana is a collection of unusual pictures with enough lively text matter to cover the subject.

MODERN AUSTRALIAN AND NEW ZEALAND TRAINS, by Frank Shennen, 112 pages, 8¼x11", 104 full color action photos, a map, and some text matter, published in Sydney, Australia, distributed by Leisure Time Books, P.O. Box 634, New Rochelle, New York 10802, $9.50.

This pictorial all-color volume is something never done before in Australian publishing. There are steam, diesel, and electric subjects and even one train powered by both steam and diesel. We see elite name-trains; other passenger runs, including city and interurban operation; freight and terminal scenes, construction jobs, problems of rail standardization, and industrial roads. In the last-named category is a pleasing view of a sugarcane train rolling down the main street in a Fiji Island village, with hoggers waving at bare-legged native girls.

STEAM IN EUROPE, by P.B. Whitehouse, 198 pages, 8½x11", copiously illustrated with b&w photos, published in London, distributed by Leisure Time Books, $14.

Whitehouse's 15th book (five were collaborations) is a steamfan's paradise. The pictures show trains with eye-catching smoke plumes—magnificent in themselves—as well as glimpses of the countryside they serve. *Steam in Europe* is more than just another nostalgic album. It is a gallery of camera art with some of the finest steam shots we have seen anywhere and it covers 25 countries, together with information on where to find steam today. Highly recommended.

THE BRITISH STEAM RAILWAY LOCOMOTIVE: Vol. II, *From 1925 to '65*, by O. S. Nock, 276 pages, 8½x11", weight over 3 pounds, generously illustrated with b&w photos, working drawings, and diagrams; indexed, published in London, distributed by Leisure Time Books, $19.

Only a veteran writer with a well-developed engineering background could produce a masterful book like this one. Nock was trained as a mechanical engineer and today is the planning manager in the Signal and Colliery Division of Westinghouse Brake & Signal Co. in England. His first literary work was a short article in *The Railway Magazine* in Jan. '32, and his first full-length book, *The Locomotives of Sir Nigel Gresley*, came out in 1945. Since that time he has written extensively on many facets of railway engineering plus historical works. His latest book is his 42nd.

At the time of Britain's railway centenary, in 1925, locomotive historian E. L. Ahrons began writing a series of magazine articles which, when reprinted later in book form, became Vol. 1 of *The British Steam Railway Locomotive*. Now that steamers are disappearing from British rails and few, if any, are being built for overseas, Nock has turned out the second volume, covering the range of new designs over a 40-year period, many loco trials, and betterment in performance. All steam enthusiasts, whether British or not, should enjoy this great work.

THE STEAM LOCOMOTIVES IN EASTERN EUROPE, by A. E. Durrant, 160 pages, 7¼x10", well illustrated, with bibliography and index, Taplinger Publishing Co., Inc. 29 E. 10th St., New York, N.Y. 10003, $10.95.

Unlike Whitehouse's new book, *Steam in Europe*, which is mostly pictorial, Durrant's is largely text matter, including tabulations, and has a lot of information about types and classes of locos, specifications, dates built, and special operations, if any. There are 100 photographs and a few working drawings. Chapter titles are: Prussian State Railways, Hungary, Rumania, Greece, Bulgaria, Czechoslovakia, Poland, Jugoslavia, East Germany, Baltic States and Albania, and Wartime Locomotives. The author hired out to the Great Western locomotive works at

Swindon in 1945. Five years of hard and dirty work by day, and study by night, sharpened rather than dulled his taste for steam. He left the British Railways only when they began losing interest in steam, for he is convinced that "modern steam power is a better proposition for main-line haulage than diesels." An excellent book.

PINO GRANDE: *Logging Railroads of the Michigan-California Lumber Company*, by R. S. Polkinghorn, 144 pages, 8½x11", illustrated with photos, pocketed 18x16" map, diagrams, appendixes, and index, Howell-North Books, 1050 Parker St., Berkeley, Calif. 94710, $7.50.

Steve Polkinghorn's membership in the Rocky Mountain Railroad Club and his yen for collecting railroadiana (particularly Colorado narrow-gage pix and info.), coupled with the fascination he felt for the lumber industry, prompted him to do the present book. He discovered that the M.-C. Lumber Co. and its predecessors, engaged in railroad logging for 60 years, "commanded the interest, concern, and affection of a host of people." He writes: "Its comings and goings were lavishly chronicled in the local papers; its incidents and accidents were recorded in the memories of employees. Most important of all, it attracted one photographer after another . . . many hundreds of pictures were treasured and saved."

The backbone of *Pino Grande* is 183 photos — rare, superb, and eye-filling. These, added to a well-written history, enriched with personalities and anecdotes, make the book a delight "to have and to hold." A section is devoted to the history, specifications, and pictures of the lumber companies' Shay, Heisler, Climax, and 0-4-0T power.

BUFFALO & SUSQUEHANNA RAILWAY, 130 pages, 8½x11", paperbound, illustrated with 130 photos, maps, locomotive diagrams, passes, tickets, timetables, train orders, etc., plus all-time locomotive rosters, published by the author, Paul Pietrak, Box 76, North Boston, N.Y. 14100, $3.50; limited hard-cover edition, $5.50.

Paul's well-researched history begins with B&S predecessors, logging operations and the Sinnemahoning Valley line, chartered in 1885, and then goes into the Buffalo & Susquehanna itself. B&S's four grueling main-line switchbacks set it apart from other railroads in the area and gave the hoggers plenty of trouble. The illustrations include rare photos of logging equipment, engines, and lumbering scenes. Today, little is left of the B&S. One familiar with the old route between Buffalo and Wellsville can find stretches of weed-covered rusty track and an occasional concrete bridge abutment or culvert. The only B&S property still in regular use are the lines running out of Galeton, Pa.,

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HISTORY OF THE PENNSYLVANIA RAILROAD'S FORT WAYNE SHOPS, edited by Merle Rice, 21 pages, 5½x 8¼", illustrated, paperbound, published by Allen County-Fort Wayne Historical Society, 1424 W. Jefferson St., Fort Wayne, Ind. 46804, $1.

This account begins with 1852. It is not complete because, as Merle points out: "Records were destroyed several years ago and we were fortunate to locate the report *up to* the turn of the century. The Pittsburgh, Fort Wayne & Chicago line had extensive facilities here. In their heyday these shops built both locomotives and cars. They are still operating. I suspect that some of the palace cars mentioned by Lucius Beebe as of unknown origin came from here.

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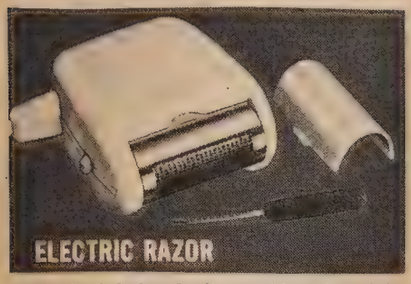

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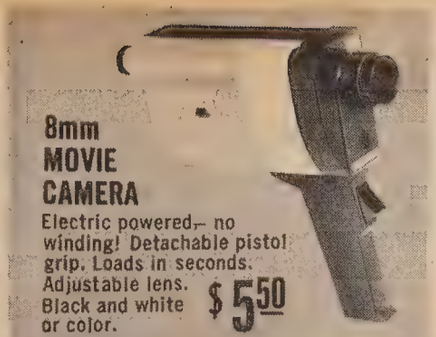

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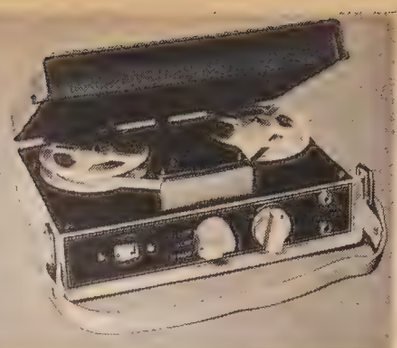

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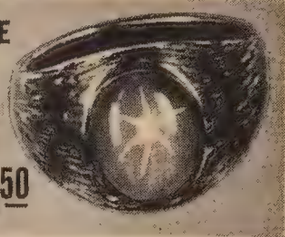

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(Below) Tenth prize goes to Alma E. Clauser, Route 3, Allentown, Pa. 18104, for this delightful station shot.

(Above) This depot scene won fifth prize for Eleanor Schrawder, R.D. 2, Allentown, Pa.

Cab silhouette won first prize for George Harvan in Bethlehem Steel's photo service dept., Bethlehem, Pa. (Portrait shown below, at right.)

(Below) This WK&S train view got second prize for Joseph L. Webber, of 450 Fifth Street, Allentown, Pa.

The WK&Y (P.O. Box 24, Kempton, Pa. 19529) runs afternoon steam trains Sunday April 23 thru Oct. 22, Saturday April 29 thru Nov. 11, weekdays July 3 thru September 4; also May 30, Oct. 29, Nov. 5, 12

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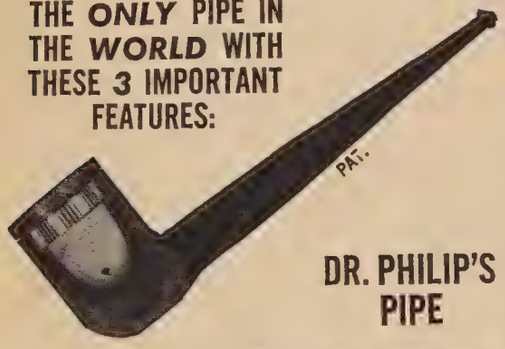

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HOBBY CLUB

Conducted by Sy Reich

No. 203, shown on Atlantic & Western train at Sanford, N.C., in 1948, previously was Raleight & Southport 10, then Norfolk Southern 203. **(See page 61.)**

H. Reid. 8549 Wayland St., Norfolk, Va. 23503

AFTER spending the best years of his life amassing railroadiana, particularly hardware, Robert F. Harding of 40 Beach St., Marblehead, Mass., aims to sell his entire collection. Bob has over 500 different switch keys from railroads all over this continent, even some from overseas, his prize item being a Pennsy switch padlock and key more than a century old.

Sy Reich

He also has baggage checks, uniform cap badges, buttons galore, ticket dater dies from stations no longer selling tickets, some railroad builder plates, many rail photos, and numerous other items. He now wants to sell his collection because his wife died recently and he intends to move to smaller quarters. A stamped, self-addressed envelope, he says, "will bring a list of things anyone is interested in."

Girl Locomotive Engineer

One of the very few female engineers we know of is the beautiful Miss Carol Clark, daughter of Ed Clark, president of the White Mountain Central Railroad at Clark's Trading Post in New Hampshire. Her father built that road and owns 50 percent of its stock. Although he has never worked for any other railroad, except briefly as a Boston & Maine gandy dancer at the time

Carol Clark, engineer, looks out car window of a woodburning Shay and tosses fuel into the firebox.

Photos by Alan Thomas

Can YOU think of a nicer way to make up to

$50.00 EXTRA A WEEK IN YOUR SPARE TIME?

No investment. We furnish you everything you need and we give you...

FREE SHOES FOR LIFE, TOO!

when you accept as few as 5 orders a month as a Mason Shoe Counselor in your Neighborhood.

WOULD you like to meet interesting people, make new friends, add up to $50 a week extra to your income—and get FREE SHOES, too? These are some of the good things that happen when you take orders for Mason Shoes in your spare time. Many a man finds it easy to write up 2 to 6 orders after supper alone... and make $5 to $20 profit. You can do the same. The 61-year-old Mason Shoe Manufacturing Company will set you up in a profitable "shoe store business" you run from home. You need no experience... don't invest a cent!

ONE CALL, $14.75 PROFIT!
"My second day out, I sold 6 pairs of shoes to one man for a profit of $14.75. He told me he needed shoes, but wanted his wife to see them. I called at his home the next day and sold him 3 pairs and his wife 3 pairs also, for a $76.00 sale."
Charles Henke, Calif.

Here's why you'll make money!

It's easy because you show nationally advertised footwear that EVERYBODY needs. Our stock of 300,000 pairs of men's and women's dress, work, sport shoes—with sizes ranging from 2½ to 16, widths from AAA to EEEE—gives you a bigger selection than any store in town. Best of all, your friends and neighbors pay up to $10 a pair LESS than at the local retail store. And you collect a big, handsome, profit (up to $6 a pair) everytime you take an order. Every sale means great business because Mason shoes are *not* sold in stores. Yes, folks must re-order from you every time!

Get Free Shoes for Life!

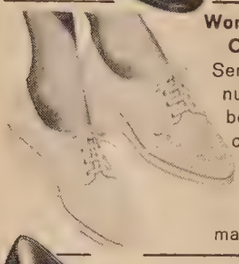
That's right—you're entitled to receive FREE SHOES every six months... when you send as few as 5 orders a month. These FREE shoes are an extra bonus in addition to your cash commissions. You choose any shoe in the Mason line... for yourself and your family.

The Mason Man is Welcomed Everywhere

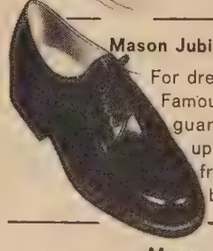
Be the popular Mason Shoe Counselor in your neighborhood. Make new friends, attend sales meetings and conventions, get more fun out of life... and add up to $50.00 EXTRA to your income every week. Send for your FREE Mason Shoe Outfit, Full Color Catalog and everything else you need to make big money from the very first hour. No obligation.

Mason Shoe Mfg. Co., Dept. G-647,
Chippewa Falls, Wisconsin

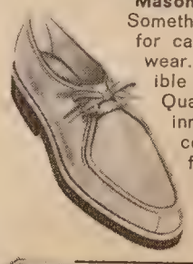
Mason-Flex Dress Shoe—Style 890
World's most comfortable shoe! Needs no breaking in. Same shoe in retail stores would cost up to $10.00 more.



Women's White Moc Oxford—Style 126
Sensational shoe for nurses, waitresses, beauticians and all other "women in white." Quality features guarantee you automatic repeat orders!

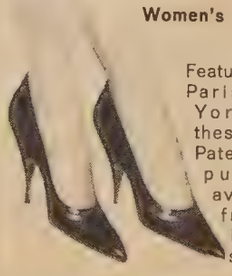


Mason Jubilee Shoe—Style 600
For dress and casual wear. Famous guarantee, "Soles guaranteed to outwear uppers or new shoes free" gives you easy, big-profit sales.



Mason Deerskin—Style 606
Something new and different for casual or leisure time wear. Made of soft, flexible deerskin throughout. Quarter-inch cushioned innersole for luxurious comfort. Profits build fast with this deerskin casual. Similar styles cost $5 to $8 more in local retail shoe stores.

Folks snap up Mason's Shoes at low, low prices. Here are just six of Mason's 275 shoe styles.



Women's Dress Pump —Style 47
Featured in smart Paris and New York shops, these gleaming Patent Leather pumps are available at fraction of local retail store prices.

Mason Kangaroo Sports Boot —Style 975
Silicone-treated genuine Australian Kangaroo leather repels water, keeps feet dry. Most comfortable, best fitting, lightest sports boot ever made. Bargain priced!

RUSH THIS COUPON FOR YOUR FREE OUTFIT!

Mason Shoe Mfg. Co., Dept. G-647,
Chippewa Falls, Wisconsin

Please show me how I can make up to $50 EXTRA a week in spare time—and get FREE SHOES *for life*. Rush me—FREE—and without obligation, everything I need to start making BIG MONEY in my very first spare hours.

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Address_____

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(if known)

C-79

All-steel business car owned by Clifford H. Thomas, 2315 Monroe St., N.E., Minneapolis, Minn. 55418, was built by Pullman in 1928 and used by them as private car Amundsen, and later was New York Central's No. 17 until Cliff bought it. Among the celebrities who have ridden in it are Presidents Truman and Eisenhower, presidential nominee Tom Dewey, Queen Fredrika of Greece, Prince Bernadotte of Sweden, Lucille Ball, Conrad Hilton, and "beer king" August Busch. Car is 82 feet long and has four staterooms, secretary's room, crew room (for two), kitchen, dining room, toilets, and air-conditioning.
Photographs from Minneapolis Tribune

of a washout on the Pemigewasset Valley branch, he holds an unlimited marine engineers license. Carol's uncle Murray Clark is vice president, co-builder, and co-owner of the WMC. One of Carol's brothers, Ed, Jr., is superintendent of buildings on the road and designed and supervised WMC's new passenger depot. Her other brother, David, became an engineer and the superintendent of bridges. "Carol has a knowledge of railroad operation that is rare among girls," writes Alan Thomas, 15 Oxford St., Winchester, Mass. "I have been a week-end engineman on the WMC for ten years. Three friends also are qualified as enginemen on that line: Ben Perry, a New Haven Railroad operator; Allen Pommer, a clerk, and Allen Wiswall, a draftsman.

"Carol's brother David and Peter Thompson, another employe, went with the U.S. armed forces to Viet Nam, which left the White Mountain Central short-handed. So, to fill in, Ed got his sister to run the Heisler. She developed skill on the job and became a regular hogger on week-days and on the week-ends when other enginemen didn't show up. Visitors are surprised to see her long, golden, blonde hair flowing from the cab window, but after making a trip over the road with her they praise her ability.

"I have watched Carol handle the train, take water, and grease the locomotive. The operational problems include four inches of slack between the engine and the excursion car, and the Heisler's throttle tendency is to gallop off-full more at the slightest touch of steam. The brake is variously effective, depending upon how long the engineer has worked the condensate out of the cylinder. Keeping steam up is another trick. The injector won't lift over 75 lbs., so water has to be taken into the boiler before this pressure is reached. However, the engine must not pop off during the performance of the trained bears at Clark's Trading Post. This means enough steam for a run but not too much to interfere with the bear act. Carol has the touch for engine service that some of us take years to acquire.

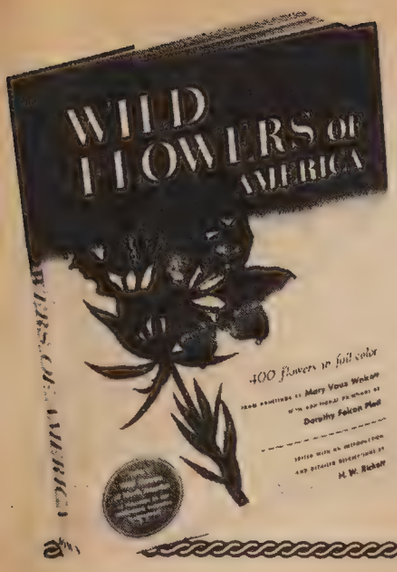
"She lives with her family on Route 3 in a large house that was once the town school. Her mail comes in care of Clark's Trading Post, North Woodstock, N.H. The railroad is actually in the neighboring town of Lincoln, but the post office is in North Woodstock."

Railroad Book News

David P. Morgan, editor of *Trains* magazine and No. 5 in our *Interesting Railfans* series, is writing a book on the 4501 and would like someone to lend him a good clear b&w photo for use in the book, showing her original livery as a Southern freight-hauler between 1911 and 1948, when the Katy bought her. Dave also wants all available info. on the 4501. His address is 1027 N. 7th Street, Milwaukee, Wis. 53233.

Publication date for Otto Kuhler's illustrated autobiography, *My Iron Journey,* with a preface by Freeman Hubbard, will be May 31st. Otto won fame as an industrial designer, a streamliner of locomotives and trains, water-color painter, etcher, and illustrator. His paintings have appeared on *Railroad Magazine* covers.

Old Jersey Central observation car, now being restored, will make Wanamaker, Kempton & Southern RR Museum train the largest of its kind. **(See page 54.)**



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Look through the listings carefully and rush your order to us today. Many of these exciting values are in limited supply and will go quickly. Please yourself and your friends with these lavish gift items.

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Orig. Pub. at $4.95. **Only $2.98**

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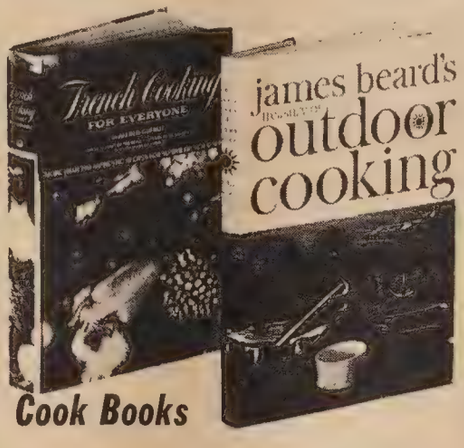
4250. THE ARGOSY BOOK OF SEA STORIES. Ed. by Rogers Terrill. From the pages of ARGOSY magazine the best in sea stories have been put into a book that will delight every lover of the sea. Leslie T. White, William Holder, Bryan O'Brien, T. T. Flynn are among the top flight authors. A truly outstanding reading treat.
Pub. at $4.95 **Only $2.98**



Cook Books

2906. JAMES BEARD'S TREASURY OF OUTDOOR COOKING. With hundreds of special, brilliant color photos, paintings and other illus. The most lavish, exciting cook book ever published (good for indoors too); from a simple picnic to the most sophisticated feast.
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4881. THE KENNEDY SYSTEM OF BRIDGE. By George Kennedy. Just off the press! A new, authoritative short cut to winning contract bridge by one of America's most celebrated players and teachers. A *must* for beginners and experts alike. The Kennedy system shows you really how to win at bridge—and enjoy it! It's all in this big new de luxe edition. With a foreword by Albert H. Morehead, long time (1939-1964) bridge editor, the New York *Times*.
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Relatively few Camelback locomotives ever operated in Mexico. One of them was No. 18 on the former Ferrocarrill de Sonora.
Photograph from collection of Warren D. Stowman

The Picture Story of World Railways, by Christopher Johns, 157 pages, 8¼ x 11″, may be bought from the *Railroad Magazine* Book Service for $4.05 (not $5.35 as was stated).

Steam-Powered Roads

Coming soon: feature article about Erie steam, by Bob Malinoski, 262 Madison Ave., New Milford, N.J., in our June issue (out around May 2nd).

Tweetsie Railroad, a tourist steam operation at Blowing Rock, N.C., has won a court injunction forbidding a new, rival, steam shortline at nearby Chimney Rock to use a similar-sounding name, Tootsie Railroad. The Tweetsie said it had spent $69,000 in advertising last year and didn't want the newcomer (organized March '66) to cash in on it. Furthermore, said Tweetsie's president, Harry Robbins, his line was the first railroad built across the Blue Ridge Mountains and made history during the Civil War. Last summer more than 20,000 tourists rode it. We haven't heard yet what the new road is calling itself.

West Penn Chapter of NRHS has been relocated at Everett, Pa., and renamed South Penn Chapter, reports sec.-treas. Larry H. Williams, 708 Church St., Saxton, Pa. 16678. The new name is based on Everett's proximity to the old right-of-way of South Penn Railroad, an abortive Vanderbilt attempt to compete with the Pennsy between Philadelphia and Pittsburgh.

"NRHS meetings are held in the general office and station of the Everett Railroad, a small common carrier and steam tourist line," Larry writes. "We aim to assist that road in every way possible, clearing the right-of-way, erecting whistle posts and mile posts, etc. Among our members helping the line are Oscar Poor, its president; Norman Oster, clerk; Howard Hinish, acting general manager; Roy Horton, conductor; Charles Viar, retired N&W engineer; Donald Horton. who has restored an old coach and runs a gift shop for the Everett Railroad, and Roy Hunt and myself, who have restored other equipment.

"Seibert Oaks, president of our chapter, and I are arranging to take over the management this coming season to pump fresh energy into this historic line, I say 'historic' because as the former route of the Huntingdon & Broad Top Mountain Railroad it is 114 years old. We'd like to hear from any railfan group interested in operating a steam shortline for a day. Inquiries may be sent to me or to Seibert Oaks, R.D. 2, Everett, Pa."

Two steam locos were seen recently in Georgia by Leslie G. Tuttle, Box 191, Rural Hall, N.C.; a Central of Georgia 4-6-0 and 2-8-0, both in fairly good condition, in the Savannah roundhouse. He adds: "The Florida Southwestern, a 2-foot-gage steam line, which closed for a while for some relocating, will reopen this summer but, contradicting one of your readers, will not convert to 3-foot-gage. There is a 3-foot-gage tourist steam road in Fort Lauderdale, Fla., at Pioneer City, using Crown equipment. The Gold Coast Railroad museum and operation are reopening in their new Fort Lauderdale location. I followed their train on the Seaboard main line during their move last November 13th."

At a recent meeting, directors of Strasburg Rail Road voted to build a new building at East Strasburg, Pa., to house a carpenter and paint shop as well as a "drop-pit" for the removal of wheels from steam locomotives. A new machine-shop addition is now being built for heavy locomotive repairs.

Strasburg Rail Road Museum is still on the drawing boards, reports L. P. Cummings, but has already received two logging locomotives and a Nickel Plate steamer, S-2 class, built by Lima in 1944 and donated by the Norfolk & Western, which owns NKP. The latter

E. Jay Quinby, 30 Blackburn Rd., Summit, N.J. 07901

Pioneer electric fantrip of ERA-NRHS in 1938 on Southern N.Y. Ry surprised mayor of Richfield Springs by clipping his Model T Ford at a grade crossing.

made her last run in 1958, from Fort Wayne to Bellevue, Ohio.

Betty Wilmunder, vice president and treasurer of the Camino, Cable & Northern, Camino, Calif., writes that in addition to a lot of rolling stock, the CC&N has the following motive power: 1 (0-4-0T), ex Sacramento Brick Co.; 2 (4-6-0), ex Alaska RR. 152.; 3 (2-6-0) ex United Fruit Co. No. 2; 4 (3-truck Shay), ex West Side Lumber Co. No. 14; 5 (2-truck Heisler), ex Rather Lumber Co. No. 1; 6 (2-truck Shay), ex Diamond & Caldor Lumber Co. No. 4; 7 (0-6-0T), ex Oahu Sugar Co. No. 7; 10 (300-hp Waukesha gas machine), ex Diamond & Caldor Lumber Co.

Restoring an Old Engine

Long neglected in the weedy field stood an old 2-8-0 Atlantic & Western, No. 203, which had last known a hot firebox in the spring of 1950. Since then she had been left in the open on a track behind a mill in Sanford, N.C., Weeds sent ropelike tenacles twisting through driver spokes into her entrails, with rust-filled ponds fed by seeping rain water. (Photograph on page 56.)

Then a *Sanford Herald* reporter, Ken Davis, by-lined a four-column front page story on the old Consolidation being sent to a museum terminal. The 75-tonner was hoisted onto a flat-bed truck and hauled to an 1872 Sanford landmark structure known as Railroad House, oldest in town and now collection point for regional artifacts.

Restoring the quondam freight hauler has become a community cooperative movement. E. T. Ussery of the A&W donated 203 to the Railroad House Historical Association. He thoughtfully added ties, ballast, and track for her. More than $1,600 has been raised for the refurbishing, but more is needed. Sanford Construction Co. sent a bulldozer to clear away undergrowth at the storage track to permit free access in moving the engine to Railroad House. Other firms handled lifting chores or loaned trucks. Seaboard Air Line assisted in the relocation and gave replacement parts. Thomas G. Wicker, a Sanford postman, was among the first volunteers to sandblast and paint the locomotive, an activity that may require two years.

Recently there have been purchase offers from individuals, towns, and a major motion picture studio. But the old 2-8-0 is not for sale, reports H. Reid, who sent us this information.

He Bought 8 Shortlines

Samuel Pinsly of Boston acquired his 8th shortline early this year, buying the St. Johnsbury & Lamoille County Railroad in Vermont from the Salzberg interests, who had applied for abandonment, reports Jim Crimmins. Two of the 8 lines, the Saratoga & Schuylerville in New York and the Sanford & Eastern in Maine, have been liquidated, but the other 6 are still healthy. Besides the StJ&LC, they are Claremont & Concord in New Hampshire, the Montpelier & Barre and the Hoosac Tunnel & Wilmington in Vermont, the Greenville & Northern in South Carolina, and the Frankfort & Cincinnati in Kentucky.

Purchase of the Vermont line ends the action begun by the state to prevent its abandonment. Mr. Pinsly says he'll give the shippers good service and will spend $1 million to improve the property, including the purchase of 4 diesels to add to the present 6, and upgrade the trackage and bridges. This shortline connects with the Central Vermont, the Canadian Pacific, and the Maine Central.

Colorado Rail Project

The Union Pacific recently paid out $10,000 to lay rails through Colorado's high Rockies, even though none of its trains will ever travel the route. Ed H. Bailey, president of the Omaha-based railroad, donated the money from the UP Foundation to the Colorado Historical Society at Denver.

The society plans to rebuild the Georgetown Loop in central Colorado and build a typical small mining village of the 1870s. Narrow-gage track will be laid.

Bailey says that in 1877 the UP financed tracklaying over the same route when lack of cash forced Colorado residents to drop their plans for a Denver-to-Georgetown line. The UP operated the line under the name of Union Pacific, Denver & Gulf until it later became part of the old Colorado & Southern.

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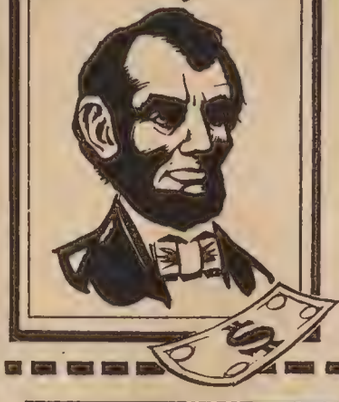

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Yuletide spirit at the Reading's Perkiomen branch. Train crew is pictured in Dec. '64 at East Greenville, Pa.: (left to right) flagman Chester Neifert, brakeman Pete Witiszin, and conductor Forrest W. Trittenbach. The skipper is a railfan and an amateur photographer living at 661 Chestnut Street, Emmaus, Pa. 18049.
Peter Macinskas, Jr., R.D. 1, Box 16, Harleysville, Pa. 19438

Souvenirs of the state's rail history may be obtained from the Colorado Railroad Museum, Box 641, Golden, Colo. 80401. For years this museum has been issuing a large annual catalog of the railroadiana it sells, including books and a wide variety of artifacts, some produced exclusively by or for the musuem.

This catalog will be mailed postpaid for a dime. It lists hundreds of books and records, maps, prints in full color and black and white, postcards, tickets, trainsheets, engineer's caps, Silverton Line movies, slides, all-time D&RG steam rosters, travel bags, book ends, solid brass reproductions of 1880's railroad coach signs and of Baldwin number plates, etc. The museum is located just outside of Denver and open all year. A big fold-out broadside of pix of the museum and its exhibits may be had for 25¢ postpaid.

Aerotrains in Museums

The Rock Island's two *Aerotrains* have been given to the National Railroad Museum at Green Bay, Wis., and the National Museum of Transport, St. Louis. Both Aerotrains were built in 1955 by General Motors at La Grange, Ill., with 1200-hp futuristic-looking locomotives. The original ten-coach trains were experimental, introducing a new type of lightweight construction and "low center of gravity" concepts. Each car carried 40 passengers in double reclining seats.

The trains were tried out in mainline service on the New York Central, the Pennsy, and the Union Pacific. But the riding quality of the coaches at high speeds plus a high noise level spelled an end to their mainline use. The Rock Island bought the two trains in November, 1958, and added them to its suburban fleet. Along with the articulated *Jet Rocket,* they provided virtually new and air-conditioned equipment for commuters.

Both performed well in the short suburban territory at relatively low speeds, but because the trains varied drastically from conventional equipment, operating problems ultimately proved to be their undoing. Cars could not be interchanged with other passenger coaches. Routine switching moves in yards were time-consuming and costly. Special maintenance necessitated expensive repair programs. So, with the arrival of 20 new double-deck, push-pull commuter coaches in April, 1965, the two *Aerotrains* were retired. With their recent presentation to museums, they join displays visited by thousands of persons each year. (Incidentally, reports Jim Seacrest, a third *Aerotrain,* also GM, was cannibalized for parts.)

Green Bay's National Railroad Museum, established in 1958, has much rolling stock and over 30 locos, including *Dwight D. Eisenhower,* a British engine, and the *John J. Pershing,* a 2-8-0 that served in 3 wars on 3 continents, and a smaller steamer that takes visitors on rides over a mile-long loop circling the museum grounds.

In St. Louis, the National Museum of Transport at Barrets Station Road boasts over 30 locos and railroad cars plus horsecars, motor buses, and highway vehicles. Founded in 1944, the museum hopes soon to move to a riverfront site where access by the public will be easier. Included in its collection are UP Big Boy, a three-cylinder 0-8-0, a Norfolk & Western 2-8-8-2, three electric locos, and the first non-articulated mainline diesel used in regular service on any railroad.

Green Bay's museum is open every day from early May till late October. The one at St. Louis is open all year long. Both of them have an unending appeal for railroad buffs.

Setouts and Pickups

Illinois Railway Museum's 1967 calendar, same style as last year, sells for 25¢ postpaid, reports Warren C. Cobb, gift shop manager, P.O. Box 165, Union, Ill. 60810.

"Was in Hawaii recently," writes Lester Harlow, 5565 Columbia Pike, Arlington, Va. "The Oahu Railroad is still in operation. I saw a switcher moving pineapple cars near the downtown Honolulu waterfront. Changing the subject: you misquoted me as saying that the UP 4-8-8-4 at Dallas, Texas, was damaged by vandalism. Actually, it was cut by men who did not know how to move it properly. In other words, stupidity. Other 'Big Boys' were moved to Vermont and California without trouble."

Frank P. Donovan sends these additions to his "Club for Every Railfan" (Feb. issue):

Bay Area Electric RR. Assn., Rio Vista Jct., Solano County, Calif., 200 members, has about a mile of track, over 40 pieces of rolling stock (Birney cars, interubans; steam, diesel, and electric locos). Meets monthly in Shattuck Hotel, Berkeley; issues monthly "Bay Arear Review." Dues, $15 a year. Pres. is Wm. C. Kluyer; sec. is Addison Laflin, 2119 Marin Ave., Berkeley, Calif. 94707.

Central Coast Ry. Club (Harry Thorpe, pres.) has new address: P.O. Box 1714, San Jose, Calif. 95109.

Arden Trolley Museum, N. Main St. extension, Washington, Pa.; operated by Penna. Ry. Museum Assn., Inc., P.O. Box 832, Pittsburgh, Pa. 15230. Has 10 streetcars, steam loco, 4 rr. cars, ½-mile track, power supply unique among museums, 12,000 volts, AC feeding thru diodes to 600 MDC. Street ry. equipment is broad gage (62½"), making this the only broad-gage museum. Operates Sundays, holidays, May thru Oct., 116 p.m. Regular membership, $22 a year; associate, $3 a year. Has NOPS car 832, used in Tenessee Williams' play *The Streetcar Named Desire.* Issues monthly publication "Trolley Fare." Sec. is Richard Hannegan, 1615 Calif. Ave., McKeesport, Pa. 15131.

N.J. Museum of Transportation operated Pine Creek RR in Allaire Park, Rte. 524, Farmingdale, self-addressed enevelope.

Alaska-Yukon RR. Historical Society is now Alaska-Yukon Chapter of NRHS, the Society's 69th chapter, with Wm. Thompson president and Chas, Bresett on national board of directors.

A diesel switch engine was stolen recently from the Burlington yards in Leavenworth, Kan. Police were alerted by a deputy sheriff who reported seeing her run up and down the tracks behind his home. Officers went to the scene, flashed their spotlight on the engine and she came to a halt. Someone leaped from the cab and disappeared in the brush.

"The first engine I ever saw was Chicago & North Western diesel switcher 1013 (Alco, 1942)," writes John Gremer (age 13), 2519 Northdale Blvd., Coon Rapids, Minn. 55433. "That was in 1957, when I was 4 years old. Unlike other switchers, she has green stripes on the front end and on the back of her cab. Last summer I photographed her in the Mankato roundhouse. This engine is now working in the east Minneapolis yards. I'd like to hear from anyone who has seen her there."

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Unusual Belgian power known to Otto Kuhler long ago: pictures from his soon-coming autobiography. (Top) Probably the only square-stacked locomotive type ever built. Inside-connected design was the mainstay of Belgium's fast trains at end of the 19th century. (Lower) This Pacific was designed in 1912, at which time the 4-equal-size-cylindered engine, type 10 of the Belgian State Railways, was Europe's heaviest 4-6-2. Observe the windows in the cab roof, or just underneath it.

No More Belgian Steam

Belgian steam power has gone. The farewell steam trip in that country, on a short line in Flanders, was described in the newspaper *Libre Belgique* last December 23rd. An impressive funeral of steam was staged under auspices of the nation's minister of transportation, with an engine built by Montreal Locomotive Works. When the engineer blew a special silver whistle to signal the train's departure, he told a reporter: "True, diesel and electricity are cleaner, but this occasion puts a fist-size lump in my throat." And while a few old-timers among the huge crowd on the station platform were dabbing tears from their eyes, the stationmaster lamented: "Now our stations will be silent. But without the puffing and whistling, no romance is left to train travel."

Several pages of my forthcoming autobiography, covering my experience with locomotives, entitled *My Iron Journey*, are devoted to steam power in Belgium as I knew it 60 years ago. In no other country was the art of building locomotives so highly individualistic. Belgian designers contributed the Walschaert valve gear and the Belpaire firebox, the latter having been adopted almost exclusively in the United States by the Pennsylvania Railroad.

After World War I, locomotive construction in Belgium nearly came to a standstill, since German reparations replaced whatever was left of rundown Belgian power. At that time the distinctive character of Belgian locomotives vanished, due also to a vast program of mainline electrification.

In 1963, on my most recent trip through Belgium from Ostend to Spa, when my express train was powered by overhead electricity, I spotted only one active Belgian steamer, a small tank engine in the yards of Ghent. But a German 0-10-0 freight engine hauled my train over a branch line from Liege to Spa, trundling along at 25 miles per hour. If I were to take such a trip today I would not find any steam at all, but I *could* see that last steam engine in the Brussels railroad museum.—*Otto Kuhler*

Coming Events

April 2: Pittsburgh to Somerset County Maple Festival at Meyersdale, Pa., on special B&O train with 10 Budd RDC cars. Fare $9.75. Write J. Edward Wally, 43 Grant Ave., Pittsburgh, Pa. 15223.

April 15-16: Ride ex-CPR mountain obs. car 599 owned by Orange Trolley Museum, tied on the tail of SP's "San Joaquin Daylight," from Los Angeles to Glendale and Bakersfield. Fare $10 (kids $7.50). Write Orange Empire Museum, Box 548, Perris, Calif. 91370. (Same trip May 13-14 also).

April 16; May 14; June 11: Steam on New Haven. Leave Hartford station, each trip different on scenic branch lines; 2-8-0 steam loco 97. Open baggage car, coaches. Write NRHS, Conn. Valley Chapter, Box 351, Hartford, Conn. 06101.

April 17-19: Second International Conference on Urban Transportation, at Hilton Hotel, Pittsburgh, Pa. Topic: "The Urban Rush: Cities in Motion." All areas of public transportation discussed by experts. For details phone Wm. H. Shepard, manager of public relations, ALCOA (412) 281-4545, ext. 3287.

April 22: NWP special train and Cal-Western Super Skunk, one-day trip. Sierra Mt. RR. Club, P.O. Box 1015, Auburn, Calif.

April 22-23: Steam week-end. Lv. Rutland, Vt., 10 a.m. Sat. for Bellows Falls on ex-Rutland RR. Visit Steamtown USA. Banquet in Rutland. Lv. 9 a.m. Sun for trip on Vermont Ry. Steamtown's 127 4-6-2 will power both trains. Write Empire State Ry. Museum, Inc., Box 459, New York, N.Y. 10005.

April 22, 29, or May 6: Visit Ramona Outdoor Play at Hemet, Calif., by deluxe train. Lv. Los Angeles, several pick-up stops. Fare $14.75 (kids $11.75), incl. reserved seats on train and at pageant, shuttle bus, barbecue dinner. Write Orange Empire Trolley Museum.

April 24-May 10: Rail-Transit Tour of Europe by Railway Age magazine. Write Luther S. Miller, editor, 30 Church St., New York, N.Y. 10007.

April 28-29 and 8 other week-ends. "Redwoods" tours via charter bus, Cal-Western "Super Skunk," and NWP Redwood Budd car; overnight in Fort Bragg and Scotia. Sierra Mt. RR. Club.

April 30: Steam on Central Vermont. CNR. 6218 will repeat run from New London to Brattleboro, Vt., and return. Write Branford Electric Railway Assn., Box 457, Short Beach, Conn. 06405.

May 6: WP special train to Oroville, Calif., with side trip to Oroville dam. Sierra Mt. RR. Club.

May 6-7: 3-state romp. Lv. South Station, Boston, 8:15 a.m. Fare about $37, incl. hotel and breakfast. Limited to 65. Write R.P. Blodgett, Railroad Enthusiasts, NE Div., Box 249, Malden, Mass. 02148.

May 13, 14: "W. Va. Highlands Special" from Charleston-Huntington to Elkins and Cass via C&O, WM, and Cass Scenic RR., 650-mile round trip, almost half on freight-only tracks. Open gons, coaches, snack bar. Doubleheaded Shays on Cass run. Connections with C&O trains 1, 2, 3 for out-of-staters. Write Collis P. Huntington Chapter of NRHS, Box 271, Huntington, W. Va. 25707.

May 14: Steam in New Jersey, first trip of High Iron, Inc. Allentown to Bethlehem, Easton, and Warwick, via CNJ and L&HR, using former CPR 1286. Other trips planned for June 25, Sept. 17, and Oct. 15. Write High Iron, Inc., 418 Catalpa Ave., North Plainfield, N.J. 07060. Some trips may be repeated a week later.

May 27: Ride B&M. Lv. North Station, Boston 8:30 a.m. for Lawrence, Reading, Manchester, Portsmouth, and Salisbury branch to Amesbury and back to Portsmouth, to Rockingham Jct. Fare $10. Write R.P. Blodgett, RRE, NE Div., Box 249, Malden, Mass. 02148.

1967 schedule for inland river cruises on Delta Queen (only sternwheeler in regular service, only steamboat in North America with staterooms) runs March 25 thru Nov. 9, E. Jay Quinby at calliope. Write Greene Line Steamers, Inc., 381 Public Landing, Cincinnati, Ohio 45202, or E. 40th St., New York, N.Y. 10016.

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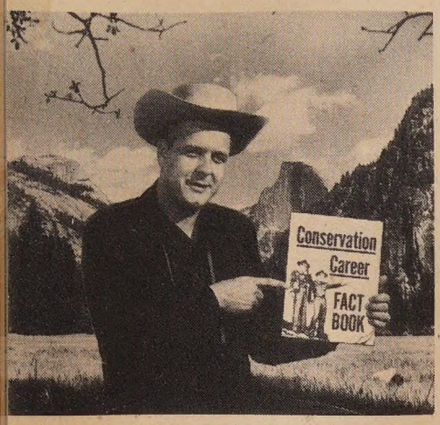

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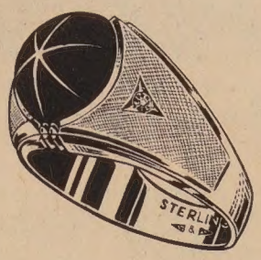

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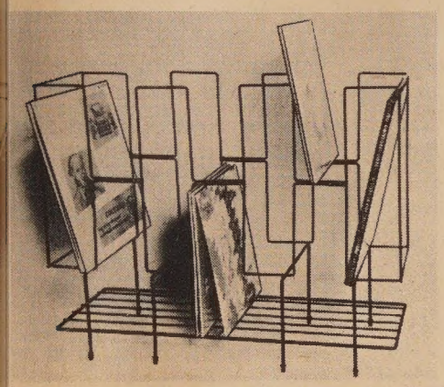

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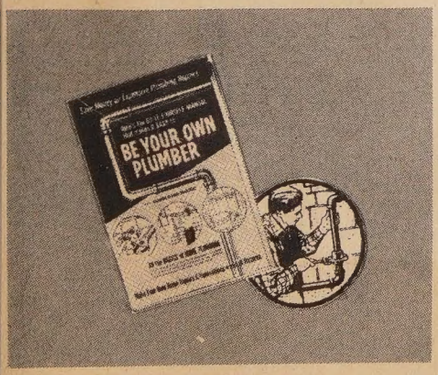

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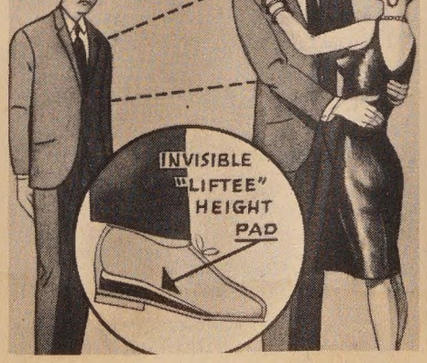

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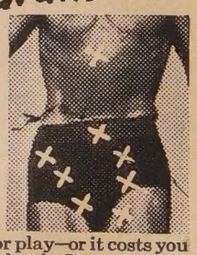

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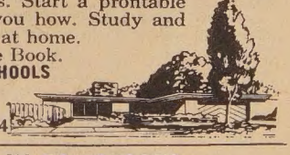

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THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use zip code. We won't run an entry if it is hard to read.

Do not omit St., Ave., etc., in your address. Use abbreviation such as *tts.* (timetables); *emp. tts.* (employes timetables), and *SSE* (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our May department is closed. Entries for June issue should reach us before March 8th. Address Sy Reich, *Railroad Magazine*, 205 E. 42nd St., New York, N.Y. 10017.

LYMAN ACKERMAN, 7012 Ithaca, Metairie, La. 70003, wants info., pix, and plans DT&I locos, cars, and structures.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pix LV, RDG, CNJ, DL&W, L&NE, L&HR, NYC, D&H, Pa. shortlines.

BOB BAKER, 20 Melfa Ave., CFB Petawawa, Ont., Canada, will buy R&LHS Bull. 83.

C.A. BIRD, 2003 Bordner Pl., St. Paul, Minn. 55116, sells train orders, dispatchers' sheets, emp. tts., other railroadiana. (SSE)

JOE BISPO, 4216 S. Fruit St., Fresno, Calif. 93706, buys ATSF and UP caboose keys.

WALT BROSCHART, 89-32 138th St., Jamaica, N.Y. 11435, sells tts. (SSE)

E.S. CABOT, 6 Quailways, St. Louis, Mo. 63141, seeks Fitchburg RR. railroadiana.

GEO. CAPDEVIELLE, 6140 Hillmont Dr., Oakland, Calif. 94605, wants sizes 620 and 116 negs. DL&W, LIRR, NYC, NHNH&H, PRR elec. locos and MU's.

NORTON CLARK, 21 Endicott St., Newton Highlands, Mass. 02161, wants NYNH&H slides of steam, diesel, and elec., esp. 790's and 630's.

TOM COTT, Kilcock 9, Ireland, will sell 63 mint issues Baldwin Records 1898-1920, other U.S. railroadiana.

JIM CRANE, 122 E. Pierce St., Tempe, Ariz. 85281, will buy Dunscomb's "Century of SP Steam Locos."

WALLY DAY, R.F.D. 3, Box 45, Plattsburgh, N.Y. 12901, wants D&H tts., emp. tts.

JOHN DUTTON, 19 Allen St., Augusta, Maine 04550, will trade 8mm B&O, ATSF, NKP movies for auto racing movies.

WALLACE EWART, 1946 E. Clay St., Decatur, Ill. 62521, trades switch keys.

BILL GORDON, 811 Garson Ave., Rochester, N.Y. 14609, sells postcards.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif. 91770, buys and trades rr stocks and bonds. (SSE for 200-item swap list)

AL HAIJ, 6705 N. Campbell Ave., Portland, Ore. 97217, sells Oregon City-Bellrose interurban tts., P&J tts. and transfers. (SSE)

GRAHAME HARDY, Box 622, Carson City, Nev. 89701, buys, sells wide variety of railroadiana, Americana, Western, etc. Auction sales by mail; you state price you'll pay. Specify your interest. Big list 10¢.

D.A. HAMILTON, 116 Fortrose Crescent, Don Mills, Ont., Canada, wants pre-1925 Car Bldrs. Cyclopedias, Equip. Registers, pix and plans of frt. cars.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, sells or trades orig. 35mm Kodachrome slides of diesels in his area; no list.

CLIF HULL, 203 E. 16th St., North Little Rock, Ark. 72114, sells rr. fiction books and old issues of Railroad Magazine. Wants Poor's Manuals, 1910-'20.

LARRY KELLER, 1685 Devers Rd., York, Pa. 17404, seeks info. and pix of CNJ 753.

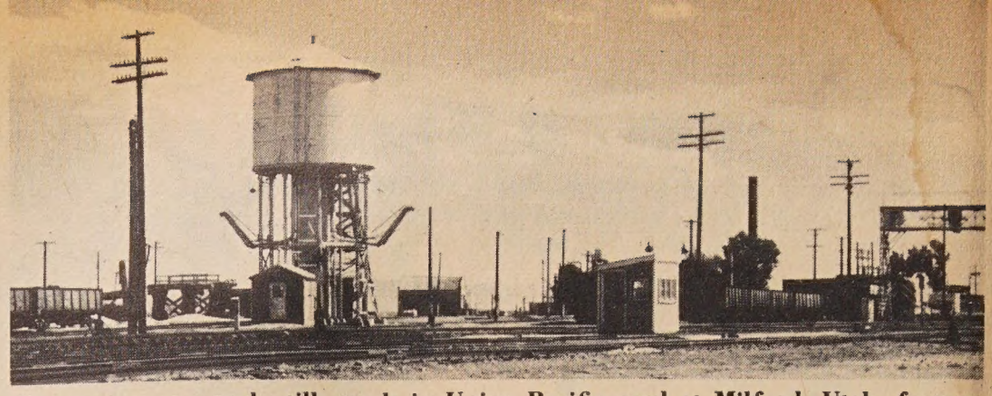
JOHN KOEHLER, 108 Hudsondale St., Weatherly, Pa. 18255, wants any size pix LV (class N) 2-8-0's; 401, 404, 410, 412, 417-418, and 420.

J.I. KWEKE, 68 Winchell Rd., Warwick, R.I. 02889, sells emp. tts., rulebks., Off. Guides, etc. (SSE)

JOHN LAUE, 823 Harding Ave., Waukesha, Wis. 53186, wants any size pic of C&NW 4-4-0 No. 704, which ran thru his former home town, Ceylon, Minn., 1918-'23.

R.N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, buys or trades RDG-CNJ and RDG mags.

RALPH MARSON, 8070 Busch Ave., Centerline, Mich. 48015, wants pre-1910 Ry. Guides, Poor's Manuals, ICC Statistics.



Two-spout water tank still stands in Union Pacific yard at Milford, Utah, formerly on the Arrow Head Route, that displayed an arrow head on all rolling stock.
J. W. Plant, Sr., Arnold Machinery Co., P.O. Box 2220, Salt Lake City, Utah 84110

ED MARTIN, 470 Western Ave., Lynn, Mass. 01904, will sell 1900 Derrah's Off. Ry. Guide, 1909 Trolley Wayfinder, 1909 Street Ry. Bull., '30 Eastn. Mass. Street Ry. Instr. book, etc.

TIM McKECHNIE, 607 S. 18½ St., Reading, Pa. 19606, sells trolley track spikes and story of Rdg. Street Ry.

BOB McVAY, Box 625, King City, Calif. 93930, buys, sells, or trades ERHS bulls. Sells dupl. Kodachrome slides, steam and elec. List and sample 25¢.

M.D. MEYER, 900 S. 26th St., Milwaukee, Wis. 53204, buys pamphlets, train orders, forms, tkts., Green Light (magazine), of D&RGW, D&SL, and DNW&P.

DAVE NESTLE, R.D. 2, Ray Rd., Greenwich, N.Y., sells wide variety of railroadiana; list 10¢.

PAUL PIETRAK, Box 76, North Boston, N.Y. 14110, publishes 3-page letter "Key Lock & Lantern," with news items and ads., $1 per yr.

LOU POLINIAK, 1017 N. Washington St., Shamokin, Pa. 17872, sells P&R, DL&W, and B&O express waybills, Eastern rr. frt. waybills, 1883-'85.

ART POOLE, 10 Saxony Rd., Pittsford, N.Y. 14534, sells tts., headlights, lanterns, etc. (SSE)

VIC RAWSTRON, 5628 Baldwin Ave., Temple City, Calif. 91780, sells railroadiana. (SSE)

K.D. SCHEWING, 3538 N. Troy St., Chicago, Ill. 60618, sells pix of Chicago el and interurbans; sample 20¢.

FRANK SEIFFERT, Jr., Box 21, Orange, N.J. 07051, sells Eastn. steam and elec. pix. Either list and sample 25¢; both lists and samples 40¢.

BOB SMITH, 405 9th St., Des Moines, Iowa 50309, will trade advertising watch fobs for rr. watch fobs.

LEE TUTTLE, Box 558, Myrtle Beach, S.C., wants negs. of B&O, SOU, N&W, SAL, ACL, FEC, size 120 or larger. (Ed. note: presumably you mean locos and/or trains; you should specify.)

DICK WALLIN, Box 1784, Springfield, Ill. 62705, wants 35mm color slides N&W diesels.

M.C. WIKMAN, Mt. Olive Rd., Flanders, N.J. 07836, sells emp. tts., bks., train orders, badges, buttons, Off. Guides, tkts., back issues of Railroad Magazine and Trains. List 10¢.

FRED ARONE, 377 Ashford St., Dobbs Ferry, N.Y. 10522, buys entire collections of railroadiana (books, tts., switch keys, catalogs, passes, folders, etc.) and auto, ship, and express items.

JOHN BARTH, Jr., 54 Poplar St., Closter, N.J. 07624, sells pix and slides of steam and diesel of E-L, LIRR, NYC, etc., list 5¢.

LEN BEARD, P.O. Box 112, Wonder Lake, Ill. 60097, needs Milw. elec. lines info. and railroadiana.

JOHN CHICKONICK, 521 Grove St., Irvington, N.J. 07111, wants negs. of B&O, NYC, PRR Baldwin frt. and pass. diesels, Pennsy FM pass. and frt. diesels and steam, E-L Alco pass. diesels.

O.R. CUMMINGS, 105 Theresa Court, Manchester, N.H. 03103, seeks photos of Sherbrooke, Que., Birneys 27-30 and Halifax, N.S., Birney 176.

WM. FAUSSER, 251 Raff Ave., Mineola, N.Y. 11501, sells Off. Guides, emp. tts., other railroadiana. (SSE)

CHAS. GARDINER, 39-20 220th St., Bayside, N.Y., buys and sells out-of-print railbooks. (Large SSE)

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5" color photos of trolleys, PTC, PSTC, Newark, Boston, Pittsb., Third Ave., Shaker, Toronto, museums, Europe, 40¢ each. Free list.

F.W. GUERNSEY, 3725 N.E. 17th Ave., Portland, Ore. 97212, sells NP steam negs., sizes 616, 120, 122, 50¢ to 80¢ each.

GERRY HOELTZEL, 1013 Gordon St., Midland, Mich. 48640, wants Dressel PRR 15" tall marker, type has only one 5⅜" lens, trade Handlan 4-lens, C&O marker or pay each.

DON JILSON, Box 12, Lowman, N.Y., wants info. on BR&P, Pittsburgh Ry., and Bath & Hammondsport and their locos. Asks if B&H loco at Rail City, Sandy Creek, N.Y., is still running.

G.M. KIDDER, R.D. 1, Acton, Mass. 01720, will sell H. Reid's book, "Extra South"; also "Downeast Latch Strings (B&M, 1887); Poor's Manual (1881); rr. stereo views; Railroad Magazine, 1960-'66.

LARRY KISS, 40 Rugby Rd., Brooklyn, N.Y. 11226, sells track maps and equip. rosters of elec. lines in and around New York City. (SSE)

PETER KLAPPER, 16-26 Alden Terr, Fairlawn, N.J. 07410, trades 35mm. slides. Will swap new copy of "Pacific Slope Railroads" for another book of same value.

DAN KNOWLES, 3416 Plumstead Ave., Drexel Hill, Pa. 19026, will sell last Ardmore trolley schedules, with map of line on reverse side, $1 each. (See this month's Transit Topics.)

MIKE KOCH, 41 Old Army Rd., Scarsdale, N.Y. 10583, wants bldr. plates from geared steam locos, also pix of logging engines taken before 1950.

GEO. KRUEGER, 12099 N. Seg (we can't read that word; we're only guessing at it) Road, Clio, Mich., will sell "Elec. Interurban Rys," by Hilton and Due, original price $9.50, or will trade for "Streetcars and Interurbans of Yesterday," "Interurban Era," or "Rails Across Highlands."

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, will buy slides of GM-EMD class BL-2, any road.

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, has many switch keys to swap for other switch keys. (Ed.—Feature article on switch keys coming in this magazine soon.)

DAN SABIN, Box 203, Manly, Iowa 50456, will sell telegraph key and relay, CRI&P and Pullman uniforms, CRI&P caps, lanterns, switch locks, train hat checks, cap badges, reproductions of CRI&P diesel blueprints.

WES STEAD, Box 92, Effingham, Ill. 62401, wants photos of these wrecks: L&N, Wald., Ala., Sept. 29, 1932, and Castleberry, Ala., Dec. 17, 1936; also MKT, Tebbetts, Mo., Dec. 11, 1942, and Boughner, Mo., Dec. 17, 1941.

D.J. STUART, 13 Fairview Ave., Cheltenham, S. 22, Victoria, Australia, wants North Amer. steam loco bldr. plates; offers steam loco whistles, number plates, lanterns, in trade.

TONY SUDJIAN, 1902 W. Pontiac Way, Fresno, Calif. 93705, wants pix and orig. negs. of PE and Fresno Traction.

LES TUTTLE, Box 191, Rural Hill, N.C., will sell 1919 Loco. Cyclopedia, $75, or trade for collection of size 616 steam negs.

MIKE WHITE, 4618 Southland Ave., Alexandria, Va. 22312 buys steam, elec., and diesel bldr. plates, esp. L&N, B&O, SP, Ing.-Rand. Also buys southern loco railroadiana.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, swaps and sells graphic negs. of CNJ, E-L, LV, other eastern rds. Buys negs. of older diesels and those of NYO&W, L&NE, Erie, DL&W.

Model Trading Post

BOB JOHNSTON, 2815 Coconut Ave., Miami, Fla. 33133, has misc. rr. mags., books, railroadiana, sell or trade for certain good HO items. (SSE)

HENRY McMILLAN, Box 94, Galva, Ill. 61434, wants live-steam trains.

CHAS. SMITH, 4486 Oriole St., Columbus, Ga. 31907, seeks info. on location, cond., status of 24"-gage loco, rolling stock, trackage.

ART WIELAND, 15016 Schuyler Ave., Cleveland, Ohio 44111, will send big list of HO locos, cars, kits, books for large stamped env. ●

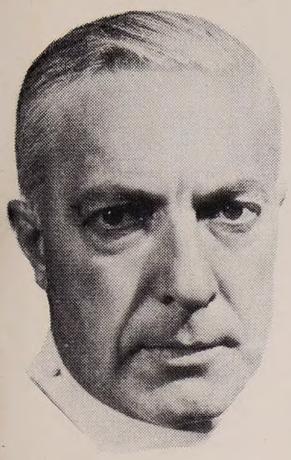
Pen Pals Wanted

Betty Ann Gatewood, 147 Beaumont Ave., Martin, Tenn., exchanges picture postcards from all states in the Union.

Mrs. Catherine Watkins, 504 W. Gordon St., Thomaston, Ga., wants offers for her picture postcards bearing RPO cancellations in 1907-'09. (She failed to say how many cards she has.)

Richard Bullis (age 14), 184 5th Ave., Village Green Park, Media, Pa. 19063, wants to hear from female pen pals in early teens.

Larry Thomas (age 17), 5400 Columbus Avenue, Van Nuys, Calif. 91401. ●



An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement, carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — **these are Nature's Red Flags** warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

HOW COMATE WORKS ON YOUR SCALP

The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

This is how Comate works: (1) It combines in a single scalp treatment the essential corrective factors for normal hair growth. By its rubifacient action it stimulates blood circulation to the scalp, thereby supplying more nutrition to still-alive hair follicles. (2) As a highly effective antiseptic, Comate kills on contact the seborrhea-causing scalp bacteria believed to be a cause of baldness. (3) By its keratolitic action it dissolves ugly dandruff. By tending to normalize the lubrication of the hair shaft it corrects excessively dry and oily hair. It eliminates head scales and scalp itch.

In short, Comate offers you in a single treatment the best that modern medicine has developed for the preservation of your hair. There is no excuse today except ignorance for any man or woman to neglect seborrhea and pay the penalty of hair loss.

COMATE IS UNCONDITIONALLY GUARANTEED

To you we offer this UNCONDITIONAL GUARANTEE. Treat your scalp to Comate in your own home, following the simple directions. See for yourself in your own mirror how after a few treatments, Comate makes your hair look thicker and alive. How Comate ends your dandruff, stops your scalp itch. How Comate gives your hair a chance to grow. Most men and women report results after the first treatment, some take longer. But we say this to you. If, for any reason, you are not completely satisfied with the improvement in your own case — AT ANY TIME — return the unused portion for a prompt refund. No questions asked.

But don't delay. For the sake of your hair, order Comate today. Nothing — not even Comate — can grow hair from dead follicles. Fill out the coupon now, and take the first step toward a good head of hair again.

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Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss. In such cases neither the Comate treatment nor any other treatment is effective.

Note To Doctors
Doctors, clinics and hospitals interested in scalp disorders can obtain professional samples and literature on written request.

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L. H. M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C. T., San Angelo, Tex.

"Now my hair looks quite thick."
—F. J. K., Chicago, Ill.

"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
—Mrs. J. E., Lisbon, Ga.

"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
—G. E., Alberta, Canada

"Used it twice and my hair has already stopped falling."
—R. H., Corona, Cal.

"No trouble with dandruff since I started using it."
—L. W. W., Galveston, Tex.

"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
—Mrs. H. J., McComb, Miss.

COMATE CORPORATION DEPT. **3402-C**
20 West 45th Street, New York 36, N. Y.

Please send at once the complete COMATE hair and scalp treatment (60 days' supply) in plain wrapper. I must be completely satisfied with the results of the treatment, or you GUARANTEE prompt and full refund upon return of unused portion of treatment.

- ☐ **Enclosed find $10. (Check, cash money order) Send postpaid.**
- ☐ **Send C.O.D. I will pay postman $10 plus about $1.50 in postal charges on delivery. Save the $1.50 by enclosing $10.**

Name_____

Address_____

City_____ **Zone**____ **State**_____

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NATIONALLY ADVERTISED 1967 MODELS
2 LOADED TACKLE BOXES • 41 DEADLY LURES
411 Pcs.

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3 EXPERTLY BALANCED RODS AND REELS

SMOOTH POWERFUL

ARGOSY DIRECT DRIVE TROLLING REEL

9 ft. 3 section BAMBOO ROD

EVERYTHING YOU NEED TO GO FISHING AT ONCE

28 pc. POPPING LURE SET

POWER ACTION BLACK MAGIC FIBRE-GLASS RODS

STRONGER THAN STEEL OR BAMBOO

SELECT QUALITY MONOFILAMENT LINE

GET ACQUAINTED OFFER

$12.95 DELUXE MODEL

MARK IV LEVELWIND CASTING REEL

FISH KNIFE with SHEATH

5 pc. DROPLINE FISHING OUTFIT

NEW! SUPER "88" AUTOMATIC DUAL DRAG SPINCAST REEL

DIP NET

PUSH BUTTON • CASTING ANTI REVERSE NO BACKLASH

4 FAMOUS TROUT FLIES

NEW!

25 NATURAL BAIT LURES
SURE SHOT ACTION WITH SHRIMP, MINNOWS, GRASSHOPPERS, MAYFLIES, BUMBLEBEES, CRICKETS, LEECHES.

STAR DRAG Found only on best reels

EACH ROD BALANCED TO PERFECTION

FIELD TESTED LURES
Proven the Deadliest Dozen Yet

FAMOUS CRAFTY LURES
SELECTED FROM WORLDS MOST POPULAR ALL TIME FAVORITES

COMPLETE! NOTHING ELSE TO BUY!

SELECTED FOR YOU BY EXPERTS. This choice fish-getting tackle, used by experts, contains nationally famous brands. Each item carefully chosen—everything you need for all types of fishing. Deadly lures that are all time favorites. A veteran angler or an occasional fisherman can be proud of this precision-built kit. You can go fishing at once. Compare! You will not find a bargain like this anywhere.

LOOK! YOU GET EVERYTHING SHOWN. Super "88" Spincast Reel • Comet X3C Bait Cast Reel • Argosy Direct Drive Trolling Reel • 5 ft. 2 pc. Fiber Glass Spin Cast Rod • 4 ft. Fiber Glass Bait Cast Rod • 3½ ft. Fiber Glass Trolling Rod • 9 ft. 3 section Bamboo Pole and 25 ft. Bank Line • 41 proven Deadly Lures • 5 pc. Furnished Line • 2 Floating Tackle Boxes with removable trays • Fish Knife and Sheath • 28 pc. Popping Lure Kit • Dip Net, Stringer, Split Shot, Clincher Sinkers, Snap Swivels, Assorted Hooks, Snelled Hooks, Cork Bobbers, Popper Corks, and complete instructions. 411 pieces in all.

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ORDER TODAY! If you're not 100% pleased we'll refund your full purchase price promptly.

YOU KEEP 2 FREE TACKLE BOXES REGARDLESS!

Please rush_____411 pcs. 3 Complete Fishing Sets

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☐ I enclose $12.95 plus $1.00 for postage & handling.
☐ Ship C.O.D. I will pay C.O.D. charges & postage.

To Canada: $14.95 including Postage & Duty